CHICAGO AS IT IS

A STRANGERS AND TOURISTS

GUIDE

To The

CITY OF CHICAGO

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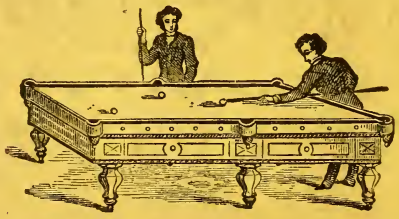

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CHICAGO.

A STRANGERS' AND TOURISTS' GUIDE

TO

THE CITY OF CHICAGO,

CONTAINING

REMINISCENCES OF CHICAGO IN THE EARLY DAY; AN ACCOUNT OF THE RISE AND PROGRESS OF THE CITY; DESCRIPTION OF PUBLIC BUILDINGS, CHURCHES, SCHOOLS, AND OBJECTS OF INTEREST; ETC.

A BOOK OF INTEREST TO VISITORS

AND

A WORK OF INTERESTING INFORMATION.

WITH ILLUSTRATIONS.

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RELIG. PHILO. PUB. ASSOCIATION, (J. S. THOMPSON,) PRINTERS.
1866.

Entered according to Act of Congress, in the year 1866, by C. M. Goodsell, in the Clerk's office of the District Court of the United States in the Northern District of Illinois.

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CHICAGO AS IT WAS.

Chicago's history is brief. From the time when two families constituted its entire white population to the time when that population had increased to 200,000 souls, but a short period of thirty-five years elapsed. The Arabian Nights' Entertainments contain nothing more marvellous than the rapid growth of our city. He who had prophesied thirty-five years ago of its present greatness would have been called a crazy fool. What more wonderful, more strange, more beyond belief, than the growth of Chicago's greatness. In the same half century when other cities, enterprising, prosperous, fortunate, have congratulated themselves upon having added ten *per cent.* to their population, Chicago has increased a hundred thousand-fold. In the old world, where an atlas published as far back as thirty years is considered to answer the wants of the schools and to give a tolerably correct view of a country's cities, the increase of Chicago must, indeed, be thought a miracle, and not, as it is, the mere result of enterprise, the energy of business men, the gathering together, the harmonious working, of a multitude, each one of which was a giant in the work he accomplished and the business he was building up.

The first visit, by any white man, to the spot where now stands the city of Chicago, of which we can find any authentic mention, was made in the year 1673. In the spring of that year Frontenac, of Canada, sent out an expedition under Louis Joliet to explore the direction and source of the Mississippi river. That intrepid French Jesuit, Père Jacques Marquette, accompanied the party as missionary. With five other Frenchmen, they left Mackinac in two canoes, on the 17th of May, and, reaching the Wisconsin river by way of Green Bay, Fox River, and a portage, floated down to the Mississippi, on whose waters they found themselves by the 17th of June.

The little expedition began its homeward voyage on

the 17th of July, and, passing up the Illinois, instead of the Wisconsin, in August or September, reached Lake Michigan by a small creek which the Indians had named Chicagou. They arrived in September at Green Bay, having accomplished the object of their mission, and traveled in their open canoes a distance of over 2,500 miles.

On the banks of the Illinois, Marquette had promised the Kaskaskia Indians to return and preach to them. He was detained by sickness at the mission of St. Francis Xavier, on Green Bay, a full year; but in October, 1674—more than a century before the American revolution—he set out with two white men and a number of savages for the village of Kaskaskia. On the 14th of December he was stopped at the mouth of the Chicagou river by infirmities and severe cold, and, dismissing the Indians, resolved to winter there with his two companions. They remained until the close of March, 1674.

In 1795, the chiefs of the several tribes of Indians living between Lake Erie and Mississippi, assembled at Greenville, Ohio, and there signed a treaty of peace. Among other small tracts of land then ceded to the United States, was "one piece of land, six miles square, at the mouth of Chickago river," which, at that time, entered the lake half a mile south of its present mouth. The Indians used to say that "the first white man who settled here was a negro." This was Point-au-Sable, a St. Domingo negro, who came here in 1796, and commenced a few improvements. Not liking the place, he soon removed to Peoria. His improvements passed into the hands of LeMai, a Frenchman, who traded considerably with the neighboring savages.

The next successor to the "first white man's" improvements, was Mr. John Kinzie, at that time living across the lake at St. Joseph, one of the oldest Jesuit missionary stations in the Northwest. He it was who was the first permanent white resident of Chicago, and who inaugurated its career of trade and created the nucleus around which the metropolis of the Northwest has reared itself. What Romulus was to Rome, John Kinzie was to Chicago,—its founder.

The first commerce of Chicago was the carrying of furs and peltries, which, collected in the country bordering the Mississippi and the Illinois, were brought up those two rivers by means of canoes, carried across the portage between the Illinois river and the Chicago river, and thence conveyed to the East by small vessels.

Between the settlement here of John Kinzie, in 1804, and the time of the fearful Indian masssacre, in 1812, nothing of note occurred. But it may be interesting to give a description of the habitations which then constituted Chicago. There was the fort—a common frontier block-house—erected in 1804, which was situated at a point about half a block southwest of the present Rush street bridge. There were outside of the fort, five houses: first, Mr. Kinzie's, on the north side of the river, opposite the fort; west of this, on the same side of the river, was the residence of a Frenchman named Ouilmette, an employé of Mr. Kinzie; and still further up, on the ground now occupied by the freight house of the Galena division of the Northwestern Railroad, was the cottage of one Burns, a discharged soldier. Outside of the fort, also, was the agency house or factory, where occurred all the intercourse with the Indians, and in which were stored all the goods. This building occupied a position west of the fort. A considerable distance south of the fort was the farm of Mr. Lee, called Lee's Place.

The Indian tribes which held possession of the country surrounding Chicago, were the Pottowatomies who were more especially the Chicago Indians; the Miamis, who occupied the country to the south; the Winnebagoes, occupying the region to the north; the Sauks and Foxes, on the north and west; and the Kickapoos, who occupied the territories beyond the Miamis.

But the day was at hand when Chicago, with its little garrison and its diminutive settlement outside of the fort was destined to suffer one of those terrible reverses of such frequent occurrence on the frontier. The evening of the 7th of April, 1812, arrived, and with it the commencement of that series of events which finally culminated in the massacre, which forms such a dark and bloody epoch in the early history of Chicago. On the afternoon of that day, a band of Indians, thirsting for

the blood of the white man, hating him, seeking for his extermination, bent upon spoliation and destruction, arrayed in savage garb and painted with all the horrible ugliness of which alone the Indian upon the war path is capable, entered the farm house at Lee's Place, then occupied by a Mr. White and three other persons in his employ. This farm was situated upon the western bank of the south branch of the river, not far from the point where to-day Twelfth street crosses the river, solitary, with nothing but the primeval wilderness around it. After the manner of savages, upon entering the house, they seated themselves unceremoniously, silently. Yet there was that in their manner which alarmed the inmates. One of these, a Frenchman, exclaimed: "I do not like the appearance of these Indians; they are none of our folks; I know by their dress and paint that they are not Pottowatamies." Whereupon a discharged soldier, a member of the family remarked: "If that is the case, we had better get away from them if we can. Say nothing, but do as you see me do." The soldier then, accompanied by the boy, to whom he had addressed this remark, walked slowly and carelessly towards two canoes moored at the river's bank. The Indians, fearing to loose their prey, followed, demanding what they were going to do, but were answered that they wished to fodder some cattle which were grazing on the oppsite bank of the river, after which they would return. Once across the river, pretending to collect the cattle together, they gradually succeeded in getting behind some stacks of hay there standing, and then quickened their pace. They were soon out of sight and danger, and in a short time reached the fort.

The fort, their harbor of refuge, was situated on the southern bank of the river, almost directly opposite the residence and trading establishment of Mr. Kinzie. This fort on its southern side, was defended by two blockhouses, while from its northern side extended a subterranean passage leading to the river, and used either as a sally-port for attack or escape, or to supply the garrison with water during a siege. Within the fort, at this time, were its commandant, Captain Heald, Lieutenant Helm, Mr. Kinzie's son-in-law, Ensign Ronan, and Dr. Van-

Voorhies, the Surgeon. The privates, few effective, numbered seventy-five. These troops had lived on friendly terms with the Indians. No danger was anticipated by the garrison. Yet the Indians yearly received presents from the British authorities in Canada, and were under their influence. A few discharged soldiers, and the families of some half breeds, who constituted the only settlers outside the fort, now intrenched themselves in an old log building used as the agency house.

Not again were the settlers disturbed till the 7th of August, upon which day Winnemegoo or Catfish, a Pottowatomie chief brought despatches to the Commandant from General Hull. These despatches, after mentioning the declaration of war between Great Britain and the United States, directed Captain Heald, if possible, to evacuate the fort and distribute all the property among the neighboring Indians. In blind obedience to his orders, Captain Heald proceeded to do as directed. He asked not the opinion of his officers, who were all strongly opposed to the evacuation of the post. But Captain Heald on the afternoon of August 12, held a council with the neighboring Indians, when he announced his intention, and asked of them a safe escort to Fort Wayne. The Indians promised all that was asked. The 15th arrived. The devoted garrison filed out of the fort, and marched along the lake shore. The escort of Pottowatomies, five hundred in number, kept the level of the prairie, and refused to pass along the beach with the whites and the Miamis, their well known friends. A mile and a half had been passed when Captain Wells—who, when a boy, had been stolen from his family, that of Hon. Nathaniel Pope, of Kentucky, and who, when reclaimed by them, had preferred to return, and live with his old companions, had married a Miami woman, and became a chief of the nation, and afterwards the father of the late Mrs. Judge Wolcott, of Maumee, Ohio—this chief came rushing back, exclaiming, "they are about to attack us; form instantly and charge upon them." Ensign Ronan, Dr. Voorhies, and others of the officers were soon mortally wounded. Two-thirds of the little band fell. The remnant surrendered, conditioning that their lives should be spared, and for their delivery

at a British post. The Indians had satisfied their thirst for blood, burned the fort and the massacre was ended. Twelve, being the entire number of the militia, twenty-six of the regular troops, two women and two children—in all fifty-six were killed, and several were wounded.

In July, 1815, at a grand congress of Indian tribes of the Northwest, assembled at Portage-des-Sioux, on the Mississippi, a treaty of peace was negotiated between them and the United States Government. Among the tribes who signed this treaty were the Pottowatomies of Chicago—Black Partridge signing on the part of the Indians, and Thomas Forsyth, a brother-in-law of John Kinzie, as Indian agent on the part of the Government. By another treaty, made in August of the following year, the region of country extending between the Illinois river and Chicago was ceded to the United States. The extinction of the Indian title to this land was obtained, it is supposed, for the purpose of rendering it possible for a canal to be built, connecting Lake Michigan with the Illinois river. A plan having this object in view was suggested in Niles' Register as early as 1814.

Nathaniel Pope, a delegate in Congress for the territory of Illinois, in 1815, had the honor of saving Chicago, and a reasonable lake frontage to Illinois. Four years after the destruction of the fort at the time of the massacre, the troops under the command of Captain Hezekiah Bradley, returned to this neighborhood, and erected a new fort upon the same ground which was occupied by that erected in 1804, to which the Indians had applied the torch. This last fort could have been seen as late as 1857. A simple block-house, venerable, storm beaten, with Chicago's pioneer history prominent and speaking in every log, it might well have been spared as a memorial relic of the past. But all that had not in it a power of producing dollars and cents was ruthlessly condemned to destruction, and removed to give place to something more pecuniarily profitable.

In this new fort, the troops remained till May, 1823, when the place was abandoned to the Indian agent and recently arrived families. Again in 1828, the fort was occupied by troops drawn here by a threatened second massacre by the Winnebagoes. These, however, did not

stay long; though shortly after their departure, two companies of regulars, under the command of Major Fowle, supplied their place, and occupied the fort till 1831, at which time they went to Green Bay. George W. Dole, the agent of the Government, then taking possession of the fort, and afterwards John Kinzie, as sub-agent. But this was not the end of the military history of Fort Dearborn; for in 1832, at the breaking out of the Sauk war, a detachment of regulars, under the command of General Scott, took possession of the fort, and held it till 1836, when the Indians were removed. After this it was used for various purposes by the government.

Charles Jewett, of Kentucky, immediately after the rebuilding of Fort Dearborn, took charge of the Indian agency which was then established by Dr. Alexander Wolcott, Mr. Kinzie's son-in-law, John Kinzie acting as sub-agent. Col. Thomas J. V. Owen was Wolcott's successor. To show that Chicago had little of the poetical in its population, we may mention that that population christened the agency (which occupied a log house near the spot where now stands the east end of the present freight house of the Galena Division of the Northwestern Railroad,) "Cob-Web Castle."

At the end of the year 1830, Chicago was thought to be quite a village, having twelve houses, and three suburban residences on Madison street. The population, including these rural residents, may have numbered one hundred. But this ambitious little village could not claim that number of pure whites; half-breeds helped largely to make it up, and not a few were negroes with high sounding French names.

In 1818, before the arrival of Gurdon S. Hubbard, who, however, did not finally settle here till 1833, there were but two families settled at Chicago, other than those connected with the military at the fort. One of these families was that of Mr. John Kinzie, who had ever been the warm friend of the Indian, and had had that friendship reciprocated by receiving an immunity from harm in the Indian massacre. Faithful to his mission of opening up the West—patient, persevering, self-denying, never, in the search for his own good, lessening that of others, undergoing every hardship of pioneer life

without flinching, he well deserves the praise of those who are now reaping in the field in which he sowed. For twenty years he was the only white man not connected with the military who lived in Northern Illinois. Coming to this city, or rather the site of this city, in 1804, he here remained till 1812, when he was driven away by the disturbed state of the country, but again returned in 1816, and remained here till his death, in 1828. The second family was that of Antoine Ouilmette, one of those useful pioneers in a savage country, the French Canadians. This man, like many others of his countrymen, had espoused an Indian bride, and thoroughly imbued himself with the Indian character.

At the time of Mr. Hubbard's arrival here, in 1818, the North Side was covered with a vigorous growth of timber. The South Side, however, was low and marshy. Where now stands the Court House, was a swamp or shallow pond, which was drained by a little stream or slough, as the settlers called it, which in its course to the river passed over the present site of the Tremont House, and thence passed along State street to the river. On the low lying banks of the river, protected by the sedgy grass, grew the wild onion, which the Indians called "Chikago." This odoriferous production of the land was very abundant, and naturally suggested to the Indians a name for the river, which has remained odoriferous ever since.

In 1823, Mr. Archibald Clybourne came to Chicago, and settled at a place about three miles up the North Branch. Mr. Clybourne traveled from Virginia, his native State, a distance of one thousand miles, on horseback, camping out nearly every night. When he first arrived here, he engaged in the fur business, but at the end of four years he turned his attention to agriculture, and finally became one of Chicago's heaviest dealers in cattle.

The next important event in the history of Chicago was the treaty effected between the Indian tribes of the Northwest and the United States government, on the 29th of August, 1821. The commissioners on the part of the government were General Lewis Cass and Solomon Sibley. The tribes represented were the Ottawas, Chip-

CHICAGO in the year 1818

pewas and Pottowatomies. To Chicago, this treaty was especially important, as it granted permission to the government to construct roads from Detroit and Fort Wayne to this city. Among the witnesses to the treaty, on the part of the United States, were Alexander Wolcott, Jr., and George Godfrey, Indian agents; Jacob B. Varnum, United States factor; John B. Beaubien; and John Kinzie, sub-agent. It was distinguished by the large number of Indians who then assembled here. Not only did the chiefs of the various tribes attend, as was customary, but their wives and children. It was their last peaceable stand against the rapid encroachments of the white man upon their once broad hunting grounds. They beheld the pale face gradually, more than gradually, driving them back and shutting them up within narrow limits. They were alarmed. If they ever wished to stem the tide of civilization, it must then be done, or never; and many of the chiefs who assembled here at that time came with a full determination to resist the purchase of the land, 5,000,000 acres, which the government wished to make. More strenuous than the others was the opposition of Me-te-nay, the most prominent, eloquent, and able of the young chiefs of the Pottowatomies, who was then forty years of age, and extremely noble and dignified in his appearance. Notwithstanding, however, the strong opposition which they at first manifested to making this sale, they finally acceded to the wishes of the government, probably concluding that the advance of the white man was inevitable, and that the sale would only be a question of time.

A short period, some twelve or eighteen months, previous to the signing of this treaty, which is known in history as the Treaty of Chicago, the Indian agency house was erected by Dr. Wolcott, then the Indian agent. It consisted of a rudely-constructed log hut, situated on what is now the southwest corner of North State and North Water streets. In process of time, as necessity required, wings were added to the main structure. These additions were so numerous as to give the whole a singularly grotesque and fanciful appearance, and won for it the name of Cob-Web castle. Around

the building were several cabins, in one of which lived the celebrated Indian chieftain, Billy Caldwell, who, besides being a chief of the Pottowatomies, was the interpreter of the agency, and who, in one of the early records of the Indians, is described as an "accomplished natural gentleman."

In the early part of 1827 the Winnebago war broke out, and for a time threatened seriously to retard the infant settlement at Chicago. This catastrophe, however, was avoided by the prompt and energetic conduct of Mr. Gurdon S. Hubbard, the agent of John Jacob Astor, who was then at the head of the American Fur Company. The fort was at this time ungarrisoned, and the whole settlement could not muster more than twenty men able to carry arms. Two volunteers were called for to proceed to the Wabash for help. This Mr. Hubbard immediately volunteered to do alone, and in an hour after accepting that duty was on horseback, proceeding on his way to obtain assistance from the settlement at Danville, one hundred and twenty-five miles south, which he reached about the evening of the following day, having changed horses but once and eaten but one meal during the whole journey. On the seventh day he re-entered the fort at Chicago with a company of mounted volunteers. No sooner, however, had the troops arrived than news was received that the Winnebago war had terminated.

This last Indian war, which was to have any influence in retarding the growth of Chicago, having been happily concluded, the village—for Chicago many years less than twenty-nine years ago was but a village, and a very small village, too—began to exhibit signs of its coming greatness. New life was given to it by the projection of the Illinois and Michigan Canal. Then settlers began to make this their home. Here they erected their log cabins, selecting as the most suitable point for the commencement of a city the tongue of land at the junction of the North and South Branches of the river, on the west side, called Wolf's Point. Other than the buildings described as in existence in 1818, there was the Miller House, occupying the point of land between the North Branch and the main

channel. This was tenanted by Mr. Samuel Miller and Mr. John Miller, his brother, as a tavern. Crossing the North Branch, a little above this house, was a log bridge. At Wolf's Point were the first-class tavern, the school-house, the church and the store. This first-class tavern was kept by Mr. Elijah Wentworth, who, during the Black Hawk war, in 1832, was honored by having for his guest General Scott. Within a short distance of this tavern was the residence of Mr. James Kinzie, while still further south was the storehouse of Mr. Robert A. Kinzie, son of Mr. John Kinzie, the successor of his father in the Indian trade. Nearly opposite, on the east side of the South Branch, where now is the southeast corner of Lake and Market streets, was another tavern kept by Mark Beaubien, brother of General J. B. Beaubien. But this was not all. Religion had been successfully established, and amusement could not but follow, and did follow, in the form of a billiard-table, which was set up in a little log shanty. On the South Side, near where State street market once stood, was the trading house of Madard Beaubien, the son of Colonel Beaubien, who resided upon the lake shore in the cabin which he had purchased from the American Fur Company in 1817, and near it was his store. One of the outside settlers at this time was Dr. Harmon, the father of Isaac D. Harmon, who resided about a mile and a half south of the river. This house, and its surrounding grounds, were afterwards owned by Mr. H. B. Clark.

In the session of Congress in 1821-2 an act was passed granting "permission to the State of Illinois to cut a canal through the public lands connecting the Illinois River with Lake Michigan, and granting to it the breadth of the canal and ninety feet on each side of it." A general act was passed by the Illinois State Legislature on the 14th of February, 1823, providing for the internal navigation of the State. Under this act a board of commissioners were appointed. In 1825 another act was passed incorporating the Illinois and Michigan Canal Company, the capital stock being fixed at $1,000,000. This act was soon repealed, as the stock was not taken, and nothing further was done till 1829, when a second act, appointing another canal board of

commissioners, was passed. Previous to this, in 1827, Congress passed an act, granting to the State of Illinois for the building of the canal each alternate section of land five miles in width, on each side of the canal. The State accepted the grant, and on the 22d of January, 1829, organized a board of canal trustees, with power to lay out towns along the line. These commissioners employed Mr. James Thompson to survey the town of Chicago, and his first map of it, now in the Recorder's office, bears date August 4, 1830. In 1831, Chicago contained about a dozen families, beside the officers and soldiers in Fort Dearborn.

The town of Chicago was organized by the election of five trustees, August 10, 1833. There were then in all twenty-eight voters. The town was incorporated as a city, March 4, 1837, and the first municipal election was held May 1, 1837. The first official census was taken July 1, 1837, when the entire population of the young city was shown to be 4,170. The city then contained 4 warehouses, 398 dwellings, 29 dry goods and variety stores, 5 hardware stores, 3 drug and 19 grocery and provision stores, 10 taverns, 26 groceries, 17 lawyers' offices, and 5 churches.

On a bright summer day in the year 1831, there was unwonted excitement among the denizens of the little settlement. Two vessels had arrived and were unloading from their anchorage off the mouth of the river. In July of the same year, another vessel arrived—the schooner Telegraph, from Ashtabula, Ohio, sailed by Joseph and John Naper—with a number of families, the most of whom settled at Naperville, in the adjoining county of DuPage. About this time two free ferries were established, one across the North Branch, the other across the South Branch of the river. Mark Beaubien, ferryman, neglected his ferries to attend horse races, and was ordered by the court to ferry citizens across the river, "from daylight in the morning until dark without stopping." The first vessel entered the harbor June 11, 1834, and during that summer 150 vessels discharged their cargoes at Chicago. As late as 1835 most of the provisions used in the city and surrounding country were shipped from Ohio. One of the first, if not the

first, steamboat that made a trip around the lakes, was the Thomas Jefferson, which cast anchor in the lake, off Chicago, on the 8th of June, 1835.

In those days the only way the isolated inhabitants could obtain news from the outside world, was from Niles, Michigan, whither a half breed Indian was dispatched once in two weeks to procure all the newspapers, old and new, that could be found. The journey was made on foot, and usually occupied a week.

The Chicago River was originally two hundred feet wide and twenty feet deep. It was a sluggish stream, then as now. The shores were somewhat abrupt, and it is related that vessels could come within a plank's length of the bank which rose, on either side, about six feet above the river. Black oak timber skirted the river nearly to its mouth, and the North Division was entirely covered with woods until 1836. Early settlers were accustomed to go hunting in the woods between the South Branch and Michigan Avenue; and in a single day, in October, 1834, a party of sportsmen killed one bear and forty wolves between Wolf Point and Bridgeport, most of them on the east side of the river. Deer, bear, wolves, foxes, lynxes, and wild cats were as abundant as are now the dogs of the modern Chicago.

The early settlement was divided into three separate groups—one at Wolf Point, or the forks of the river, on the West Side; another near Fort Dearborn; and the third on the North Side, near the lake shore. Lots between the fort and the point were of little value, and for a long time Wolf Point seemed to have the ascendency. But the richest part of the town was on the North Side. There, in 1836, a fine hotel, the Lake House, and the St. James Episcopal Church were built, and there arose the first private residence of any value in the city.

Outside of Fort Dearborn, in 1833, there were about thirty-five houses, mostly built of logs, with one hundred and thirteen inhabitants. The first frame building was erected by George W. Dole, in 1832. It was situated on the southeast corner of Dearborn and South Water streets. In the following year, P. F. W. Peck erected the second frame building. It was built of black walnut and oak lumber, hauled from Walker's saw mill, at

Walker's grove, forty miles away. This building, used as a store for years, stood on the southeast corner of South Water and Lasalle streets, on a lot eighty by one hundred feet, which cost its owner the sum of *eighty-four dollars*. The same property could not now be bought for as many thousand dollars! The first brick building was a dwelling-house, erected in 1833 on Monroe street, between State and Clark.

The first Circuit Court was held in 1831, in the lower room of a brick house inside the enclosure of Fort Dearborn. The public expenses of Cook county, which included DuPage, Lake, McHenry, and Will counties, for the year 1832, were $252.35; and the receipts from licenses and taxes to pay the same amounted to $278.28.

The Indians had generally left the country previous to 1836, but the annual payment for that year was made in Chicago, and on that occasion five thousand Indians assembled for allowances.

Such, then, is a brief chronicle of the early days of Chicago, in whose every episode will linger, centuries hence, the treasured charm of tradition's greatest marvel. Faster still than Time in its flight has been the forward march of progress, which, dating back only a brief quarter of a century to Chicago As It Was, has witnessed the mightiest achievement of man's untiring energy that the world has ever known. Yet Chicago As It Is, with these grandest monuments to human industry and skill, and all this vastness of trade and commerce, would seem insignificant, indeed, if a horoscope of the Future could place in view the gigantic fruits of the century to come!

CHICAGO AS IT IS.

If by a single example we desired to illustrate the rapid advance of this country beyond any other—if we were called upon to demonstrate the power of American institutions, the growth of American commerce, the irresistible energy of American people, the greatness of their industry and enterprise, their aptness in seizing upon natural advantages, and their diligence in securing them—we should unhesitatingly point to the city of Chicago.

At an extreme point of over two thousand miles of inland navigation, on a lake over or around whose waters the entire products of the Northwest, whether destined for the seaboard or the St. Lawrence, must pass, and on a parallel of latitude which its whole commerce necessarily seeks, stands Chicago. Nowhere, but in the Northwest, could such a city have been created in so brief an interval. A generation has not passed away since it was known as a trading post on the extreme Indian frontier. In 1840, its population was less than 5,000. At the census of 1860, it had 109,260 inhabitants, having increased since the previous census at the rate of more than 264 per cent., and having become the eighth in rank among American cities. In 1864, its population was 169,353; in 1865, 178,000; and in 1866, it was estimated that it had increased to 264,836, making Chicago the fourth in rank of our great cities. At the same rate of increase, the population of Chicago will be 500,000 in 1872; more than 1,000,000 in 1880; and in 1900, double the present population of New York!

Chicago now presents to the eye of the traveler, one of the most engaging pictures on the continent—miles of wharves crowded with shipping; a northern and eastern vista, where the waters of Lake Michigan mingle with the horizon; beautiful streets and imposing edifices; long lines of stately warehouses and palatial edifices; crowds of men busy in the active pursuits of trade; and endless trains of cars rushing in from the Far West, laden with the products of wide and exhaustless prairies.

Every improvement of the city is on a scale befitting such unprecedented growth. The very streets have been reclaimed from the bubbling sloughs of a mucky prairie, raised to a healthy level, and substantially paved. Its business structures, and hotels, and public buildings, and private residences are as grand as those of any Eastern city. Its grain and packing houses are unequalled. Its harbor has been created by dredging. It has tunneled under the watery depths of Lake Michigan, for a supply of wholesome water, and is now inverting the current of the river from the lake to the Mississippi, to secure perfect drainage, and a pure atmosphere to its citizens. Nowhere on the face of the globe have the energy, enterprise and genius of man accomplished greater wonders than in this city of Chicago, the Granary of the World, the Garden City of the American Continent.

To visit Chicago is like entering a new world. Here the mind for the first time realizes the vastness of that illimitable territory which lies beyond the Ohio, Mississippi and Wisconsin, and is becoming the noblest part of the Republic, whether for area, population, production or resources. For hundreds of thousands of square miles pierced with railways, and cut by canals, Chicago is the entrepot and mart; and from it depart to the Atlantic coast, by day and night, at every hour of both, vessels and trains loaded to their fullest capacity with the staple products of the Northwest.

Chicago is the center of a railway system unrivaled in the world. There is not a section of the Northwest with which it is not connected by rail. The great Chicago and Northwestern road reaches to Lake Superior, and, with the St. Paul road, bisects Wisconsin, and penetrates Minnesota, tapping the entire railway systems of those States, and striking the line of the Northern Pacific Railway. The Galena Division of the same road, the Chicago and Rock Island road, and the Chicago, Burlington and Quincy road, respectively, connect with independent lines through Iowa, all of which are partially constructed, and intended ultimately to reach the Missouri river, and at least one of which is to be extended into Nebraska, connecting at Omaha with the Union Pacific Railroad. The Chicago, Burlington and Quincy

road connects also with the Hannibal and St. Joseph road, passing through northern Missouri to St. Joseph which is already connected by rail with Lawrence, Kansas, where another connection is made with a branch of the same Union line to the Pacific. These various lines, together with the Chicago, Alton and St. Louis, the Illinois Central, and the Chicago and Milwaukee, constitute the main western lines of railway converging at Chicago, and, together with their connections, place the entire Northwest under tribute to that city. There are not less than sixteen different points on the Mississippi river connected with Chicago by rail. The aggregate length of the lines of railway radiating from that city is over 8,000 miles.

Nor is this all. Besides commanding the trade of the interior by its numerous lines of railways, and its water communications by canal with the Illinois River, it is at the head of lake navigation, and has access to the ocean by natural and artificial outlets for vessels that safely cross the Atlantic. In 1836, a few schooners supplied this region with goods from a port on Lake Erie; now, seven side-wheel steamers, some of them more than 1,000 tons in capacity, sixty-five propellers of 36,500 tons, seventy-six barks of 34,978 tons, fifty-two brigs of 17,626 tons, and five hundred and forty-nine schooners with a total burthen of 150,862 tons, are engaged in the trade of Chicago, and find constant employment during the season of navigation. Certainly, no port in the world only twenty-five years old can exhibit any such results; so far from this indeed, not many of the oldest American or European ports can now compete with her. While some great foreign towns, centuries old and traditionally commercial, have their full share of the trade of the world, none but Chicago, more than a thousand miles from the sea, can produce such a marine list, or such fleets, the growth of less than one generation.

Certainly, whatever was the chief design of Providence in leaving these lake oceans full and overflowing in the heart of North America, the American people have not been slow in recognizing the advantage, and accepting the responsibility which has attached to the gift. Those noble waters, Superior, Michigan, Huron, Erie and On-

tario, while exercising a vast climatic influence, and rendering another Siberia impossible on this continent within the ordinary range of animal existence, have offered the strongest and most pleasing inducements to human industry and enterprise. We, too, have our Mediterranean. The area of these lakes in square miles, is nearly, if not quite equal to that of the former sea, if we include the Georgian bay in our computation; while the whole extent of the coast, if we take in the St. Lawrence, is far greater. The shore line of the lakes is estimated at 6,240 miles. If we cast our eyes over the map of the Mediterranean, we are equally surprised to perceive, whether from the difference of institutions, governments, or peoples, that notwithstanding the antiquity of its advantages, so to speak, there is but one port which is as flourishing as Chicago, and none which has risen so rapidly or is likely to advance so far.

Marseilles is the third city in France, ranking next to Paris and Lyons. According to the most recent accounts, its population is, even now, but about thirty thousand more than that of Chicago, if even that; though Marseilles existed six hundred years before the Christian era, and was a free commercial city in the year 1226. The tonnage of French vessels now engaged in its foreign trade appears from our latest Consular returns to be but 180,000 tons; while that of Chicago, as we have already stated, amounts to 255,000. So, too, of Genoa, the proud, the great port of Italy. This city, old and beautifully picturesque though it be, has not as many inhabitants as Chicago, and no such commercial activity. The operations of a single hour in the latter would, in Genoa, appear like an insurrection. And so we might proceed to contrast every other city on the shores of the Mediterranean, all old and flourishing, perhaps, in the European sense, but none of them resembling the busy, growing, flourishing and commanding city of Chicago.

The prosperity of its inhabitants has proceeded step by step with that of the city, and no where can be found more of the comforts and elegances of life, no where a greater liberality of bestowment for any good and patriotic purpose.

The great movement with which Chicago has lately connected herself, under the pressure upon her of the productions of the West, rapidly increasing beyond all calculation, is that of a ship canal, by which vessels may pass from the Mississippi into Lake Michigan, and from Lake Erie into the Hudson.

But it is sufficient for us at this time to look at Chicago as she is, with interminable lines of railway, which reach to the Gulf of Mexico and the Atlantic with a uniform guage, radiating in all directions over our fertile Western plains and prairies, and which, after cutting through rocks sparkling with gold and silver, are to terminate only on the shores of the Pacific. It is sufficient to consider that she is the mistress and at the head of navigation of the largest inland seas on this continent, and that her sails whiten and her screws toss into foam the purest and most beautiful of waters. With a vast domestic and increasing colonial trade, likely to be facilitated by the enlargement of the present canals of Canada, or the construction of new ones by natural routes such as the earliest missionaries discovered, there seems to be no limitation to her extension or prosperity. Chicago, therefore, may be set up as a standard American city, for the admiration of the world.

THE COMMERCE OF CHICAGO.

It were a waste of words to amplify upon the commerce of such a point. Its growth and present proportions will be best illustrated by contrasting the statement of its principal articles of export for 1864 with that for 1852, when the first railway line leading eastward was opened:

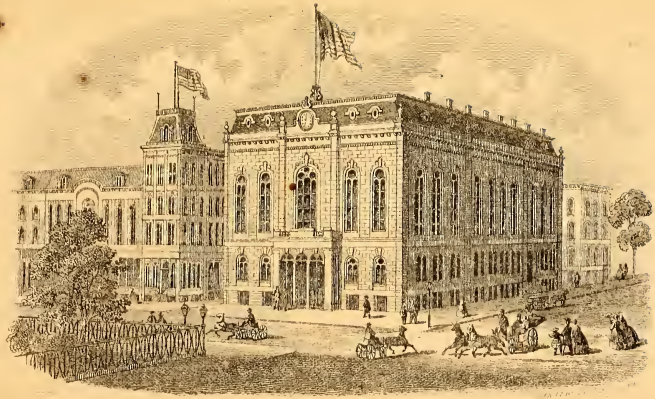
Articles.	1852.	1864.
Flour, barrels	61,190	1,153,486
Wheat, bushels	941,470	16,312,819
Corn, bushels	2,757,011	12,557,925
Oats, bushels	2,030,317	14,588,697
Rye, bushels	127,028	793,703
Barley, bushels	17,315	262,145
Highwines, barrels	7,027	133,145
Hides, pounds, (1858)	8,693,832	18,561,985
Number of Beef shipped (1855)	8,253	179,520
Number of Pork shipped (1855)	145,580	701,854
Number of Beef packed	21,866	65,000

Articles.	1852.	1864.
Number of Pork packed	48,156	357,640
Flour, manufactured, barrels		259,053
Corn Meal, manufactured, tons		18,200
Seeds, pounds		10,224,598

It will readily be observed that the extraordinary development of the Northwest has made Chicago the most important central market on the continent. Indeed, in the great agricultural staples, her market is unrivalled in the world. Her grain trade far surpasses that not only of Odessa, the great grain mart of Russia, but of all Europe. Formerly Cincinnati and St. Louis were the chief stock marts, but Chicago has surpassed them both, as a collecting point for the immense herds of beeves which annually graze on the great prairies of the Northwest, and for the enormous crop of hogs annually marketed by its farmers and stock breeders. To any one not acquainted with the progress of the West, such a growth of trade and commerce is scarcely conceivable. And when we consider what a small fraction of the country, of which Chicago is the natural commercial centre, has yet been populated and developed, who will venture to predict the proportions which this trade will have assumed ten years hence?

The development of the Northwest is amazing, both in its extent and rapidity. In 1840, three of the six States, whose resources we shall have occasion to examine, were not in existence, and the territory comprised in the whole of them contained a population of less than 1,500,000. The population, in 1850, had risen to 2,741,152, and in 1860, to 5,134,409. In 1838, seventy-eight bushels of wheat comprised the grain export from Chicago; in 1854, the amount was less than thirteen million bushels; in 1864, it exceeded forty-four million bushels, while the total export from all Lake Michigan ports exceeded seventy million bushels.

The States of Michigan, Indiana, Illinois, Wisconsin, Iowa and Minnesota comprise the rich granary from which this mighty commerce was created. These States —the creations of yesterday—furnished, in 1860, a grain product of nearly four hundred million bushels. Their horses, neat cattle, sheep and swine are counted by the



CHAMBER OF COMMERCE,
CHICAGO.

million. The value of their stock is expressed in hundreds of millions, and of their farms in thousands of millions of dollars. Their population and every product, during the decade ending in 1860, increased from two to ten fold. The Superintendent of the United States census of 1860, in chronicling these statistics, exclaims that "such a development is without a parallel in history, ancient or modern."

The entire tonnage of the lakes, in 1845, was less than eighty thousand tons; in 1851, the amount had increased to over two hundred thousand tons, and in 1863, to over four hundred thousand tons. In 1851, the entire exports from Lake Michigan were valued at less than ten million dollars; in 1862, they exceeded eighty-one million dollars. The entire eastward movement of grain in the latter year equalled one hundred and thirty-six millions of bushels, and the total value of eastward freights to tide water was over five hundred millions of dollars.

Illinois, Iowa, Wisconsin and Minnesota, the northern half of Missouri, and the yet undeveloped region lying west of the Missouri, are the sources upon which Chicago must depend for her future growth and prosperity, and all those enterprises which either lay that region under contribution or propose to do so, should be industriously fostered and encouraged. And yet, but 15,000,000 of the 35,000,000 of acres in Illinois, 8,000,000 of the 50,000,000 of acres in Iowa, 8,000,000 of the 50,000,000 of acres in Wisconsin, 3,000,000 of the 40,000,000 of acres in Minnesota, 3,000,000 of the 37,000,000 of acres in Missouri, and not more than 2,000,000 of the hundreds of millions of acres in the vast territory west of the Missouri river are under cultivation.

As late as the year 1845, the entire tonnage of the lakes consisted of only 380 vessels of all classes, with an aggregate tonnage of 76,000 tons. The tonnage for 1851 is put, in a report to the United States Secretary of the Treasury, at 77,061 steam, and 138,914 sail, or an aggregate of 215,975 tons. The table below, showing the tonnage of the lakes for six years, is taken from the

report by the Secretary of the Treasury, on Foreign and Domestic Commerce, for 1864:

Year.	No. Vessels.	Tons.	Year.	No. Vessels.	Tons.
1858	1213	331,153	1861	1229	323,953
1859	1198	323,156	1862	1363	361,997
1860	1216	316,503	1863	1643	413,020

The same report gives the following statement of the value of produce of all classes shipped from Lake Michigan ports in 1862:

From Chicago	$57,854,333
From Milwaukee	20,787,336
From other ports	2,590,685
	$81,232,354

It also gives a statement, in bushels, of the total grain movement eastward from all lake ports for same years:

Year.	Bushels.	Year.	Bushels.
1856	57,707,769	1860	78,652,486
1857	44,789,851	1861	119,264,233
1858	59,872,566	1862	136,329,543
1859	44,354,225		

THE GRAIN TRADE.

By far the most interesting and remarkable feature of the business of Chicago is the grain trade, which, starting up a little more that twenty-seven years ago, has developed with such rapidity, and has already reached proportions so gigantic as to stamp it as one of the chief marvels of the history of modern commerce. To trace its rise and progress would be completing the record of the development of this great city, for it has been the leading agency in its growth. By it do we trace the progress of the hamlet into the village, the village into the town, and the town into the emporium which has won for itself the proud title of the Metropolis of the West. Who, dating back to 1838, when the sum total of the grain trade of Chicago was *seventy-eight bushels*, could have realized the marvel that twenty-seven years would produce. Then, the whole trade of this city was supplied by two small vessels; now, Chicago estimates the tonnage of her fleets by thousands, and

networks of iron, traversing the prairies in every direction, pour in upon her the fruits of their harvests. The grain traffic of the country, beginning at an early period with the meagre productions of the eastern states, was gradually extended westward, and when navigation between the east and west was opened, then it was that our inland seas became the highway of a commerce which has already attained a magnitude greater than that of most nations of the old world. Then it was that the vast territory which lay west of the lakes, hitherto uncultivated, became the field for the pioneers of industry and civilization, who laid the foundations of what are now seven of the most flourishing states of the union. And to-day, Chicago, occupying the centre of this enormous traffic, takes rank as the leading grain market of the world.

A comparison of the following tables demonstrates the revolution that has taken place in the grain traffic of the west. The trade and commerce of the Mississippi river has not kept pace with the development of the country through which it runs, and for which it is the regular channel to the ocean. The artificial highways of trade, canals and railroads, have tapped the west and carried its products eastward across the continent. The grain trade of the west has been diverted almost entirely to the lakes, the Erie canal, the St. Lawrence river, or the six great trunk lines of railroad that diverge from the heart of the west to the seaboard. Thus has the Mississippi ceased to be the outlet to the ocean for the grain traffic of the west. The reasons for the change are apparent, its advantages many. The risk of damage to grain or flour, which was very liable to receive damage from heat by passing through the southern latitudes of the gulf during the summer months, is greatly decreased, and the uncertainty of river navigation is removed, while the advantages of cheaper and speedier transportation by railroads and canals on the northern route, with the better markets afforded on the Atlantic seaboard, have aided chiefly to effect this change.

A glance at the following tables shows clearly the diversion which has taken place in this trade. As will be seen, in 1860, the entire receipts of grain at New Orleans

amounted to but 5,198,927 bushels, while the receipts at Chicago alone for the same year amount to above 50,000,000 bushels:

RECEIVED AT NEW ORLEANS.

Year.	Flour, bbls.	Wheat, bbls and sacks.	Corn, bbls and sacks.	Other grains, bbls and sacks.
1856	1,120,974	866,534	2,032,919	587,180
1857	1,290,597	775,962	1,451,770	393,171
1858	1,538,742	401,275	1,352,070	568,649
1859	1,084,978	29,585	764,438	249,736
1860	965,860	13,116	1,758,131	659,550
1861	1,009,201	71,678	3,956,355	552,738
1862	281,645	36,411	337,868	35 348

RECEIVED AT ST. LOUIS.

Year.	Flour, bbls.	Wheat, bu.	Corn, bu.	Other grains, bu.
1856	323,446	3,747,524	938,546	2,304,352
1857	573,664	3,281,410	2,286,838	1,471,271
1858	387,451	3,835,759	892,104	2,026,260
1859	488,700	3,568,732	1,369,579	1,632,942
1860	443,196	3,555,878	4,209,794	2,239,338
1861	484,000	2,654,738	4,515,040	2,053,721
1862	647,419	3,850,336	1,734,219	3,679,020
1863	689,241	2,703,378	1,299,850	3,094,198

RECEIVED AT CINCINNATI.

Year.	Flour, bbls.	Wheat, bu.	Corn, bu.	Other grains, bu.
1856	546,727	1,069,468	978,511	786,932
1857	485,089	737,723	1,673,363	1,029,190
1858	633,318	1,211,543	1,030,236	1,064,352
1859	558,179	1,274,685	1,139,022	1,096,004
1860	517,229	1,057,118	1,346,208	1,378,831
1861	490,619	1,129,007	1,340,690	1,489,174
1862	588,215	2,174,924	1,780,292	1,910,021
1863	619,710	1,741,491	1,504,430	1,787,111

WHOLESALE DRY GOODS,
CROCKERY
YANKEE NOTIONS &C.
& GLASSWARE
19 BOWEN BROTHERS 21

RECEIVED AT CHICAGO.

Year.	Flour, bbls.	Wheat, bu.	Corn, bu.	Other grains, bu.
1856	410,989	8,767,760	11,888,398	3,096,151
1857	489,934	10,554,761	7,490,000	2,922,645
1858	660,540	9,639,644	8,252,641	2,768,421
1859	887,821	8,060,766	5,401,870	2,641,906
1860	945,348	14,427,083	15,262,394	3,134,784
1861	1,479,384	17,385,002	26,369,989	3,007,495
1862	1,927,371	13,978,116	29,574,328	6,599,600
1863	1,647,187	12,461,554	25,160,516	12,997,622
1864	1,434,111	10,887,436	13,197,340	18,336,216

The following table, giving the total shipment eastward of grain from ports on Lake Michigan, for six years, shows the proportion of lake exportation absorbed by Chicago. A glance at the figures in this table fully demonstrates the marvellous progress which has taken place in the Garden City. In history, ancient or modern, we may search in vain for a parallel:

Years.	From Chicago. Bushels.	From other Ports. Bushels.
1858	20,040,178	7,839,115
1859	16,768,857	9,060,896
1860	31,109,059	12,102,389
1861	50,511,862	18,977,257
1862	56,477,110	11,641,565
1863	54,741,839	19,968,825
Total	229,648,905	59,791,041

The first shipment of grain from the western shore of Lake Michigan, of which there is any record, was made in 1838, from Chicago, consisting of thirty-nine bags of wheat, or seventy-eight bushels. In 1863, Chicago exported not less than 18,298,532 bushels of wheat and flour, and fifty-four millions, seven hundred and forty-one thousand, eight hundred and thirty-nine bushels of grain of all kinds. The following table

shows the shipments of all kinds of grain from 1838 to 1865:

Year.	Flour and Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
1838	78	.....	.....	.....	.....
1839	3,678	.....	.....	.....	.....
1840	10,000	.....	.....	.....	.....
1841	40,000	.....	.....	.....	.....
1842	586,907	.....	.....	.....	.....
1843	688,907	.....	.....	.....	.....
1844	923,494	.....	.....	.....	.....
1845	1,024,620	.....	.....	.....	.....
1846	1,599,619	.....	.....	.....	.....
1847	2,136,994	67,135	38,892	.....	.....
1848	2,286,000	506,460	65,280	....	.....
1849	2,192,809	644,848	26,849	31,453	.....
1850	1,387,989	252,013	186,054	22,872	.....
1851	799,380	3,221,317	605,827	19,997	.....
1852	941,470	2,757,011	2,030,317	127,028	17,315
1853	1,680,998	2,780,253	1,748,493	120,275	82,162
1854	2,744,860	6,837,899	3,239,987	148,421	41,153
1855	7,110,270	7,547,678	1,888,533	92,023	20,132
1856	9,419,365	11,129,658	1,014,547	19,051	590
1857	10,783,292	6,814,615	316,778	17,993	.....
1858	10,909,243	7,493,212	1,498,134	127,008	7,569
1859	10,759,359	4,217,654	1,174,177	134,404	486,218
1860	15,892,857	13,700,113	1,091,607	156,642	267,449
1861	23,855,553	24,372,725	1,633,237	393,813	226,534
1862	22,508,143	29,452,610	3,112,366	871,796	532,195
1863	18,298,532	24,906,930	9,909,175	683,946	943,252
1864	16,687,055	14,182,644	16,470,929	898,536	327,431
1865	11,890,453	25,228,526	10,598,061	1,022,200	645,089

THE PROVISION TRADE.

A most remarkable instance of the wonderful development of Chicago, is the extraordinary proportions which have within a very short period been attained by the packing business. The commencement of the business in Chicago dates from the year 1835, when 3,000 head comprised the total number of cattle cut and packed in the city. Since that time the business has increased with the growth of the city and the development of the great West, until, during the season of 1861-2, Chicago furnished one-fifth of the entire number packed; in 1862-3, only wanted 46,507 hogs to have furnished

one-fourth the number packed in all the Western States; during the season of 1863-4, furnished over a fourth; and during season of 1864-5, almost one-third the entire number. The increase in this business will be better understood by reference to the following table, which shows the number packed since 1852, together with their average weight, and the entire number packed in the Western States:

Season.	Packed in Chicago.	Packed in Western States.
1852–53	48,156	.....
1853–54	52,849	.....
1854–55	73,694	.....
1855–56	80,380	.....
1856–57	74,000	.....
1857–58	99,262	2,210,621
1858–59	170,684	2,445,552
1859–60	151,359	2,350,882
1860–61	271,805	2,155,702
1861–62	514,118	2,893,733
1862–63	970,873	4,069,520
1863–64	904,659	3,271,105

These figures show Chicago to be the most prominent packing point in the world; and, when her admirable position is considered, together with the grand net-work of railroads which she is daily spreading wider and extending farther, binding closer and closer to herself the trade and commerce of the most fruitful agricultural region in the world, now in its infancy it is true, but nevertheless in process of rapid and substantial development, there can be no fears that Chicago will not maintain her present supremacy. Cincinnati, for a number of years, was the leading packing point, and so prominently so that it was known to every one as the Porkopolis of the country. Down to 1861 Cincinnati held the palm. Then, although suffering no considerable decrease in the number of hogs packed, she yielded it to Chicago. The following table will illustrate the relative packing interests of the two cities:

Season.	Chicago.	Cincinnati.
1854–55	73,694	355,786
1855–56	80,380	405,396
1856–57	74,000	344,512
1857–58	99,262	446,677
1858–59	170,684	382,826

Season.	Chicago.	Cincinnati.
1859–60	151,359	434,499
1860–61	271,805	433,799
1861–62	514,118	474,167
1862–63	970,873	608,457
1863–64	904,659	357,640

The following table will show the receipts and shipments of hogs at and from Chicago during each season since 1856:

Season.	Received.	Shipped.
1852–53	65,158	10,000
1853–54	73,950	10,628
1854–55	178,565	52,881
1855–56	308,538	188,753
1856–57	220,702	103,074
1857–58	243,216	88,546
1858–59	251,102	46 431
1859–60	255,384	71,266
1860–61	354,684	119,836
1861–62	746,697	228,682
1862–63	1,236,545	316,881
1863–64	1,377,652	471,000

Chicago is also the most considerable beef packing point in the West, having packed during the season of 1863–64 over seventy thousand head. Estimating that each animal made two and a quarter barrels of beef, and that the beef was worth $20, and that the horns, hoofs, hide, tallow, and grease $13, each animal was worth, after being packed, $58, or in the aggregate, the 70,000 head packed were worth *over four million dollars.*

Beef packing in Chicago dates back to 1839, when G. S. Hubbard, still engaged in the business, packed some 3,000 head, which were driven from the central portion of the State, principally from Sangamon, Madison and St. Clair counties, with a few from the Wabash country and Indiana. The year following, Messrs. Marsh and Doe also engaged in packing beef in this city, and from that time forward, the business has steadily increased, until to-day Chicago is the great packing city of the West. The reports of the board of trade show the following as the number of cattle packed in Chicago, since and including 1851:

1851	21,806	1853	24,663
1852	25,431	1854	23,691

1855	28,972	1860	34,623
1856	14,971	1861	53,754
1857	34,675	1862	59,687
1858	45,503	1863	70,086
1859	51,606	1864	92,459

A few years since, the buildings devoted to packing were of the poorest kind. Old frame structures, worthless for all other uses, were deemed good enough for packing purposes, and were supplied with but few conveniences, either for saving labor or time. Packing had not become a "regular business." Men engaged in it year after year, and yet always labored under that feeling of uncertainty regarding the future which prevented them making substantial improvements or reducing the business to a regular system. Now, however, everything is changed. The centre of the packing operations of Chicago, is Bridgeport, in the Fifth Ward, on both banks of the South Branch of the river. The buildings are usually of a substantial character—brick being the principal material of construction. Steam machinery has been introduced to perform much of the labor before performed by hand, and everything has been so systematized, and the force of employés so organized and instructed, that an immense amount of labor can be accomplished with but little bustle and confusion. Convenience in shipping and handling has also been kept in view, and many of the houses have large warehouses adjoining, in which, during times of great activity, the meats are "bulked," that is, piled up in salt upon the floors, or used for storing the barrels which cannot be shipped or sold immediately. There are usually commodious yards attached to each of the packing houses, so arranged that different lots of hogs or cattle can be kept separate. Early each morning the men employed about the yards drive the stock backward and forward many times, to ascertain whether any animals have been injured during the night. Some injured animals are always found and immediately killed. A wound does not deteriorate the quality of the flesh, if the animal is slaughtered before inflammation supervenes. If, on the contrary, the wound or injury has become inflamed, or caused death before bleeding, the carcass becomes worthless for pack-

ing purposes and a dead loss to the packer, save the sum he can save by rendering it into material for oil or soap grease.

THE LUMBER TRADE.

Next in importance, the lumber trade demands attention; and here again Chicago stands foremost, the most considerable lumber market in the world. Like the grain trade, it has sprung up, almost imperceptibly at first, but soon gaining pace with the meteor-like growth of the city, it too has developed into the most enormous and startling proportions. From thirty-two millions of feet which comprised the whole amount received in this city during the year 1847, in ten years it increased millions of feet after millions, until it had reached the amount of four hundred and forty-four millions of feet.

Hitherto a very large portion of the country bordering on the Mississippi was supplied by the upper tributaries of that stream; but these sources have been drawn upon until they are well nigh exhausted, and can no longer be worked as before, because the distance which it is necessary to draw the logs before they can be floated, renders it more expensive than it is to bring the lumber from Chicago. And thus has Chicago supplanted the other sources from which lumber has been supplied, until now its lumber trade is almost a monopoly. Chicago is most admirably situated for extending to the people of the Northwest a first-class lumber market. The lumber regions of Canada, Michigan and Wisconsin, inexhaustible as it would seem, are all accessible to the lakes, and lumber is readily transported hither at a trifling expense, so that, in purchasing here, dealers can do almost as well as if in the very heart of the lumber region, many miles distant.

The receipts of lumber at Chicago, during the year ending March 31, 1866, amounted to 647,145,734 feet—an increase of 145,553,328 feet over the receipts of the previous year. The total shipments for the same period were 385,353,678 feet—an excess of 115,857,099 feet over those of the year preceding. The following statement

shows the annual receipts of lumber, lath and shingles, by lake, since 1847:

Year.	Lumber, feet.	Shingles, No.	Lath, No.
1847	32,118,225	12,148,500	5,655,700
1848	60,009,250	20,000,000	10,025,109
1849	73,259,553	39,057,750	19,281,733
1850	100,364,779	55,423,750	19,809,700
1851	125,056,437	60,338,250	27,588,475
1852	47,816,232	77,080,500	19,759,670
1853	202,101,098	93,488,734	39,133,116
1854	228,336,783	82,061,250	32,431,5 0
1855	297,567,669	158,770,800	46,487,550
1856	441,961,900	135,876,000	79,235,120
1857	459,639,000	131,832,000	80,130,000
1858	278,943,000	127,565,000	44,559,000
1859	302,845,207	165,927,000	49,102,000
1860	262,494,626	127,894,000	36,601,000
1861	249,308,705	79,356,000	32,637,000
1862	305,674,045	131,255,000	23,880,000
1863	413,301,818	172,364,878	41,768,000
1864	501,592,406	190,169,750	65,953,900
1865	647,145,734	310,897,350	66,075,100

THE ELEVATORS.

When the visitor to Chicago has seen all its other sights and wonders, he should turn his steps and his attention alike to one of those sombre, gloomy looking buildings which tower above and overhang the river here and there on either side. He will there see some thing to arrest his attention, and instruct him at the same time. When he has learned that these buildings are erected for the purpose of receiving and discharging the enormous quantities of grain which are continually pouring in from a region which, for richness and fertility, has no equal upon the globe; when he discovers that these elevators are capable of receiving each a million of bushels, and that they are daily receiving and discharging thousands of bushels of grain, then will he be able to form some conception of the inexhaustibility of the resources of the west, and of the immensity of the business which Chicago, as its centre, transacts.

The following is a list of the elevators of Chicago, together with the capacity of each:

Sturges, Buckingham & Co., A		700,000
" " " B		700,000
Flint & Thompson		1,250,000
" "		750,000
Munn & Scott		1,250,000
" "		700,000
" "		600,000
" "		200,000
Armour, Dole & Co		850,000
" " "		800,000
Munger & Armour,		600,000
Hiram Wheeler,	Munger,	500,000
Chas. Wheeler,	Wheeler	500,000
L. Newberry,	& Co.	300,000
Geo. Sturges,		75,000
O. Lunt & Bro		80,000
Finley & Ballard		200,000
Total capacity		10,055,000

THE GROWTH OF CHICAGO.

It is impossible to note accurately the numerical growth of Chicago without a frequent revision of figures. It would need a census taken three times a year to arrive at the true extent of population, so gigantic is the rate of increase. The population of the city in 1866 has been variously estimated from 225,000 to 264,000, the latter being the calculation in Bailey's City Directory for 1866-7.

The following table will exhibit the rate of increase in the several divisions of the city since December 1, 1853:

Date.	South Division.	West Division.	North Division.	Total.
Dec. 1, 1853	26,592	14,579	18,859	60,630
Aug., 1856	30,339	28,250	25,524	84,113
Oct. 1, 1862	45,470	57,193	35.523	138,186
Oct. 1, 1864	56,955	73,475	68,923	169,353

The increase in ten years and ten months has been: In the South Division 114 per cent.; in the West Division 400 per cent.; in the North Division 118 per cent.; and in the whole city 170 per cent.—a very respectable exhibit for a place which thirty-five years ago contained only nine families. We give the following table of popula-

BOOT & SHOE FACTORY.
C.M. HENDERSON & COMPANY.
2
6
4

tions from that important epoch. Those marked with a star are approximations; the others were obtained by actual count:

1829	*30	1848	20,023
1831	*60	1849	23,047
1832	500	1850	28,269
1833	*350	1851	*34,000
1834	*1,800	1852	38,734
1835	3,265	1853	60,662
1836	*4,000	1854	65,872
1837	4,170	1855	80,023
1838	*4,000	1856	*86,000
1839	*4,200	1857	*93,000
1840	4,479	1858	*80,000
1841	*5,500	1859	*90,000
1842	*6,590	1860	109,263
1843	7,580	1861	*120,000
1844	*8,000	1862	137,030
1845	12,088	1863	*150,000
1846	14,169	1864	169,353
1847	16,859	1865	178,539
1866			*264,000

In the spring of 1831 there were twelve families here, in May 1832 the fort contained 500 souls, and in the following February a garrison of 200, while outside were about 150. In November 1835 the first census was taken; the county then contained 9,773 souls.

THE PARKS OF CHICAGO.

Although Chicago is now a city of 250,000 inhabitants, it is not so closely built as to require parks as ventilators simply. On the North and West sides especially, there are wide expanses of ground unbroken by dwellings or other buildings, and as near the business centre as parks could be established. Yet a creditable beginning has been made in the way of securing ground for and constructing parks. Already several important projects have been adopted for the improvement and ornamentation of these parks, on a scale of magnitude and beauty fully commensurate with the present and future greatness of the city.

DEARBORN PARK,

The oldest of the public breathing places of the city, is an oblong piece of ground extending from Randolph street to Washington, and from Michigan avenue to Dearborn place, half-way to Wabash avenue, and containing about one and a half acres. This ground was the property of the United States early in this century, when the mouth of the Chicago river was defended by Fort Dearborn. By the general government it was presented to the city to be used forever as a public park. It has been inclosed by an iron railing, and at one time had a few promising trees and a handsome lawn, but these were smothered out by the great Sanitary Fair building, which covered its whole extent in June, 1865. Since that time it has been replanted, and will probably soon be green again.

LAKE PARK,

Otherwise called the *Esplanade*, or the *Parterre*, fronts Lake Michigan, and extends along the *Basin*, on the east side of Michigan avenue, from Randolph street to Park place. Its proper name is Lake Park. It is a mile in length, but as yet it is wholly unimproved. It is proposed, however, to erect a stone wall along the shore of the basin, the whole length of the park, and surmount it with a tasteful iron railing, opening at suitable intervals, with stair cases descending to the water's edge for those who resort hither in great numbers in the summer time to indulge in the amusement of boating. The park is to be graded and turfed and will be intersected with walks and ornamented with shrubbery, fountains, evergreens and flowers, making it one of the most charming and attractive places of promenade and resort to be found in the United States.

PRIVATE PARKS.

There are no other parks in the South Division except two private parks opposite the University of Chicago, entitled, respectively, Woodland and Groveland. These were laid out by Senator Douglas in the beautiful grove called Oakenwald, and are intended for the especial

benefit of the proprietors of the lots which front upon them.

UNION PARK,

In the West Division, contains about sixteen acres. It is of an irregular pentagonal form, bounded on the north by Lake street, on the south by Warren street, on the west by Reuben street, on the northeast by Bryan place, and on the southeast by Southwestern avenue. It is perfectly flat, and in its natural condition was a portion of the bare prairie, as level as a floor and adorned only by a scanty growth of grass. The plan of improvement, commenced in the year 1865, contemplates the transformation of the ground with hills, rocks, rivulets and cataracts. The plan is a very tasteful one, and includes a beautiful pond in the centre of the park. When completed it will be really an ornament to the city.

Beyond Union Park, on the west, in the district bounded by Madison and Randolph streets, are situated some of the most elegant and picturesque private residences in the city of Chicago. It is here that real home life may be found, combining the attractions of semi-suburban quiet with the social festivities and excitements of the city. It is the *West End* of Chicago, where in the future, undoubtedly, will gather a goodly portion of Chicago's aristocracy, wealth and refinement.

JEFFERSON PARK

Is but two blocks south and one block east of Union park, and embraces but a single square, bounded by Monroe street on the north, Throop street on the east, Adams street on the south, and Loomis street on the west. It contains an area of more than five acres. At present the visable attractions of the place are a number of stately and beautiful residences facing the park.

VERNON PARK

Is an oblong piece of ground about 300 feet wide by 600 feet long, just six blocks south of Jefferson park. It lies just west of Rucker street, and interrupts the continuity of Polk street.

WASHINGTON PARK,

A little square between Clark and Dearborn streets, north of Chestnut street, and containing two and one-half acres, has a number of shade trees of tolerable size, and is really pleasant to look upon, though but little attention has been paid to its ornamentation. It needs walks and seats, as well as trees and shrubs and artificial ornaments, to make it what it should be.

LINCOLN PARK.

The only park in the city which presents any variety of surface is Lincoln park, just north of the City Cemetery on the lake shore. Moreover, it is larger in extent than all the rest of the city parks combined, containing as it does about 60 acres. It is intended, moreover, to add to its area the ground now occupied by the city cemetery, from which the bodies are to be removed, and also the large open sand waste to the north of it. A plan of improvement is now in progress which will eventually make this resort the Central Park of Chicago. The surface will be broken into hills, dales and lawns, and varigated with bright pieces of water and clumps of trees and shrubs, while the walks and drives are so planned as to magnify the real extent of the grounds and give the impression of a wide and intricate woodland, while beyond all, and crowning all, the broad lake will stretch out to the horizon, as boundless and sublime as the ocean itself.

THE PUBLIC SCHOOLS.

There is nothing in the achievements of the past few years, nor in the movements of progress and the evidences of greatness which distinguish Chicago from its sister cities of the West, in which its citizens can and should take so much pride, as its unrivalled system of free Public Schools. In its rapid progress from an obscure trading post on the frontier of an unknown wilderness to the great commercial metropolis of the Northwest, Chicago has not left its schools undeveloped. In the whirl and bustle of business in their unwearied toilings for wealth and position, and in the incessant din of activity with which they have filled these streets, the people of Chicago have never forgotten the education of their children, nor been unmindful of the necessity of training and strengthening the youthful intellects which are destined to uphold the greatness and extend the influence of our city.

The present system of public schools dates back to 1839, two years after Chicago became an incorporated city. There were then four teachers and not a single schoolhouse, and the city expended only $1,600 per annum for its schools. Now, with the lapse of only twenty-seven years, we have 30,000 pupils instructed by 250 teachers; 27 public schoolhouses which cost in the aggregate over, and make an annual expense of $150,000.

HISTORICAL SKETCH.

The first regular school instruction given in Chicago, was in the winter of 1810–11, by Major Robert A. Forsyth, late Paymaster in the United States Army. The pupil—for there was but one—was John H. Kinzie, Esq. He was then six years of age, and his teacher was eight years his senior. The principal aid employed in this course of instruction was an old spelling book, which had been accidentally placed in a chest of tea shipped from Detroit, and sent to Mr. Kinzie's father, then proprietor of the trading post located near Fort Dearborn.

In 1816, William L. Cox, a discharged soldier, opened a school in a log building in the rear of Mr. Kinzie's garden, near the present crossing of Pine street and Michigan street, in the North Division. This was the first regular school in Chicago, and was attended by John H. Kinzie, two of his sisters, one of his brothers, and three or four children from the fort.

About the year 1820, a sergeant in the fort opened a school for the children in the garrison.

In 1829, Charles H. Beaubien, whose father was at that time agent of the American Fur Company, taught a school near the garrison, for his brothers and sisters and cousins.

In June, 1830, Stephen Forbes, employed by J. B. Beaubien and Lieutenant Stephen Hunter, opened a school in a log building situated near the corner of Randolph and Michigan Avenue. It was attended by twenty-five pupils ranging from four to twenty years of age.

In 1833, Colonel Hamilton and Colonel Owen employed Mr. John Watkins to teach a small school near the corner of North Water and Wolcott streets. The same gentlemen subsequently built a house for the use of Mr. Watkins' school on the north bank of the Chicago river, just east of Clark street. This was the first building erected in Chicago for school purposes. In 1833, Miss Eliza Chappel also opened a school of about twenty children on South Water street, a short distance west of the fort. Mr. G. T. Sproat, of Boston, opened, in the same year, a classical school for boys, on South Water street, near Franklin.

Section second of this township was reserved by law for school purposes. It is bounded on the north by Madison street; on the West by Halsted street; on the south by Twelfth street; and on the east by State street. In October, 1833, Robert I. Hamilton, Commissioner of School Lands, in compliance with the petition of the leading citizens of Chicago, sold all but four blocks of this section of land. The sum realized was $38,865. The four blocks not sold and still owned by the public schools, are estimated to be worth $925,000 to-day; and the portion sold is estimated to be worth *fifteen millions*

of dollars. What a magnificent endowment for the schools of Chicago if it had not been parted with!

Miss Chappel's school was removed to the First Presbyterian Church, on the southwest corner of Clark and Lake streets, in the summer of 1834. During the same year she received an appropriation from the School Fund, and her school thus became the first public school in Chicago. Miss Chappel's school became a boarding school, designed to qualify teachers for the new settlements. Miss Chappel gave way in the winter of 1834–5 to Miss Ruth Leavenworth, who resigned in 1836 to Miss Willard, who gave place to Miss Gifford, now Mrs. Dr. Dyer, in 1837, and opened another school for the instruction of young ladies in the higher branches.

Mr. Sproat's school opened in 1833 on Water street, near Franklin, became a public school in 1834. Mr. Sproat resigned during the year, and was succeeded by Dr. Vanderbogart, who resigned the same year and was succeeded by Thomas Wright. In 1835, the school was in charge of James McClellan.

In the winter of 1834–5, George Davis had a school over a store on Lake street, between Dearborn and Clark. In 1835, Mr. Davis taught a public school in the Presbyterian Church on Clark street, and the school of Mr. Watkins, now made public, was continued on North Water street.

In November, 1835, this township was divided into three districts, and the whole number of schools, public and private, was seven. In 1839, a special act of the Legislature provided the foundation for our present system of schools, by transferring the control of the School Fund of Chicago from the School Commissioners of the County to the Common Council of the city.

Instruction in vocal music was first introduced in the public Schools in January, 1842. In those days, the good people of Chicago were a staid honest people, not given to show or extravagance, and they regarded the employment of a music teacher as a useless expense, as a wasteful appropriation of the School Fund, and such was the hue and cry against it, that the Common Council, in January, 1843, passed a resolution requiring the Inspectors to dispense with the services of a music teacher. In 1847–8,

the people became more enlightened, and, with the consent of the Common Council, a music teacher was again employed.

In 1844, the first public schoolhouse was erected—the present Dearborn School, on Madison street, between State and Dearborn. It was regarded by a large portion of our citizens as a monument of folly—it was so large and roomy—and it was seriously proposed to sell it for an insane asylum.

In January, 1841, the public schools were taught by four male teachers; in January, 1846, there were three male teachers, and six female teachers; in January, 1851, there were four male teachers, and twenty female teachers; in March, 1858, there were seventeen male teachers, and sixty-two female teachers; in 1865, there were twenty-six male teachers, and two hundred and twenty-four female teachers.

According to the eleventh annual report of the Board of Education for the year ending August 31, 1865, the whole amount of School Fund, was, at that time, $1,038,170, the income from which for the year ending July 15, 1865, was $48,547.37. The additional sum required for the support of the schools is obtained by levying a two mill tax upon property holders. The total cost of maintaining the schools for the year 1863, was $146,655.46; for the year 1864, $209,688.37. The annual cost of tuition per pupil, as compared with that in other cities, is as follows: Chicago, $9.71; New York, $17.29; Boston, $15.71; Cincinnati, $10.07; Philadelphia, $9.38; St. Louis, $15.52.

Wm. Chas. Knoter, Chicago.

UNIVERSITY OF CHICAGO.

COLLEGES.

THE UNIVERSITY OF CHICAGO.

This institution of learning, though young in years, is founded on a broad and liberal basis. It has a delightful location about four miles from the Court House, at Cottage Grove, within a few steps of Lake Michigan, and may be reached by the street cars on State street and Cottage Grove avenue. The University was first opened for instruction in 1858, at which time a five-story stone building, costing $30,000, was completed on a beautiful tract of ground donated by Hon. Stephen A. Douglas, who was the real founder of the institution. The main central building, 136 by 172 feet, was completed in 1866 at a cost of $110,000. The edifice is of Athens marble, and presents a very imposing appearance as seen in summer through the thick dark foliage of the stately oaks of Cottage Grove. The central building and the south wing are now completed; when the north wing shall have been also completed, the University of Chicago will have one of the finest educational edifices in the United States.

But the principal object of interest in connection with this University is the great Clarke telescope, the largest and best refractor in the world, which may be seen in the Dearborn Observatory, built at a cost of $25,000, adjacent to and connected with the University building on the west. The principal contributor to the fund by which this telescope was purchased was Hon. J. Young Scammon, one of the most wealthy and public-spirited citizens of Chicago.

THE PRESBYTERIAN THEOLOGICAL SEMINARY OF THE NORTHWEST,

Is situated on the corner of Fullerton avenue and Halsted street, in the North Division. This Seminary was founded in 1859 by the Old School General Assembly of the Presbyterian Church. For more than four years

the Seminary occupied rented premises in different parts of the city. At length Messrs. Sheffield, of New Haven, Conn., Hon. William B. Ogden, of Chicago, and others, gave the Seminary a beautiful tract of twenty-five acres for a site. A superb building has been erected with money contributed chiefly by a few liberal friends in the city of New York.

The building is 72 by 40 feet, of pressed brick, with stone facings and caps, the basement being also of stone. The entire height is five stories. The Seminary has two libraries, embracing nearly 7,000 volumes.

THE CHICAGO THEOLOGICAL SEMINARY.

This institution, established by the Congregational Church, but open to students for all denominations, was chartered in 1855. Tuition is gratuitous to all students, and those who need it receive aid to the amount of $150 a year. The new building in process of erection on the corner of Reuben and Warren streets, on the west side of Union Park, will be in the Norman style of architecture. It will have a frontage on the park of one hundred and fifty-five feet, and another on Warren street of sixty-nine feet, which, together with Keyes Hall already erected, will make a total front on that street of one hundred and twenty feet. The new building will have four stories above the basement, and will be about seventy feet high. In the southeast corner will be a tower twenty-four feet square, projecting five feet each way beyond the building, rising fifteen feet above the eves. At the outer corner of this tower is to be an octagonal bell-tower, nine feet in diameter, starting from the ground, and rising nearly one hundred feet. The main entrance will be from the east; another fine entrance will be from the south, both through enclosed porches, adorned by octagonal cut-stone buttresses, with turret tops. Two spacious halls will run from these entrances through the edifice. This will be the main building of the seminary, and is intended for chapel, library, lecture rooms, and rooms for students. The chapel will be in the northeast corner, thirty-five by forty-six, and will occupy the second and third stories.

The design shows a projecting high pointed gable and a large mullion window filled with stained glass. The library, which is to be fire-proof, will occupy part of the first and second stories, in the rear of the chapel, and will be thirty-five by seventy-five. To provide for the chapel and library, the north wing has a depth of one hundred and twenty-nine feet. There are to be five lecture rooms with professors' studies adjoining, and rooms for one hundred and six students, which, with the rooms in Keyes Hall, will accommodate about one hundred and sixty. The edifice will cost from $75,000 to $100,000, and when erected will be one of the finest buildings in the Northwest, a monument to the liberality and enterprise of the denomination, and an ornament to the city.

THE RUSH MEDICAL COLLEGE,

Established in 1842, and located on the corner of North Dearborn and Indiana streets, is well known as one of the best conducted, most thorough and successful medical institutions in the Northwest. Its faculty is composed of distinguished physicians, at the head of whom, as president, stands Dr. David Brainard, the eminent surgeon. The college possesses a large and well-selected library, besides ample chemical apparatus, a laboratory, and a museum filled with every needed means of illustration and study in all the varied branches of medical science.

THE CHICAGO MEDICAL COLLEGE.

This institution, formerly the medical department of the Lind University, was organized in 1858, and is now in a highly prosperous condition. It occupies a spacious new building on State street, two doors south of Twenty-second street. It has ten professors and two hundred students from all the different States, north and south.

THE HAHNEMANN MEDICAL COLLEGE,

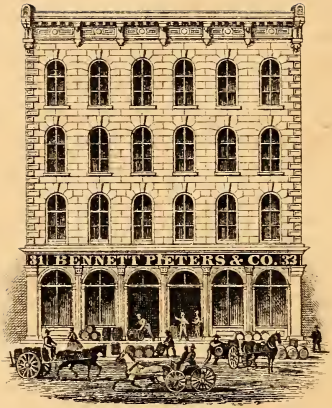
Devoted to the homœopathic school of medicine, is located at No. 168 South Clark street. Its faculty numbers twelve professors, eminent for their ability, and their system of instruction is thorough and comprehensive.

PUBLIC WORKS.

THE LAKE TUNNEL.

Among the grandest and most stupendous undertakings of modern times must be reckoned the Lake Tunnel of Chicago. It is not extravagant to say that when this great work was conceived, the whole civilized world was awed by the magnitude of the project.

For a long time previous to the year 1863, the impurity of the water supplied for drinking purposes was the chief objection to a residence in Chicago. The effect of the river, reeking with the discharge of seventy-five miles of sewerage, and the refuse of numerous packing houses, distilleries, and breweries, could often be detected in a sickening effluvia which rendered the drinking water supplied by the Water Works of Chicago unfit for the use of man. This water was pumped from the shore of the lake, three quarters of a mile north of the mouth of the river. And, horrible to relate, the winds drifted the concentrated filth from the river, along the shore of the lake, to the very mouth of the inlet pipe at the Water Works, where, in a diluted form, it was pumped up and returned to the city through its pipes and hydrants, for use in the kitchens and dining rooms of our citizens! The contamination of the lake water rapidly increased. The nuisance having reached a point where it could no longer be endured with either comfort or safety, the municipal authorities, impressed with the necessity of devising some plan for procuring pure water, gave their attention to the subject, and, after considering and rejecting numerous schemes, finally determined to construct a tunnel two miles in length under the bed of Lake Michigan. While the deleterious influences of the river are perceptible for a considerable distance along the lake shore either way from its mouth, the water of the lake at a distance of one mile from the shore, is always free from impurity. Its purity increases until at the distance of two miles the water is as pure and


BENNETT PETERS & CO.

clear as the purest and clearest spring water in the world. The tunnel project was received with derision, both by numerous citizens and many eminent scientific gentlemen, whose opinions were solicited on the subject. But, with a full realization of the magnitude of the undertaking, the possibility of failure, and the condemnation which would be theirs in case of such failure, the city authorities, at the head of whom was Hon. Francis C. Sherman, then Mayor of the city, and always one of Chicago's wealthiest and most prominent citizens, adopted the project.

It was admitted at the outset that the chances of success would be determined beyond peradventure by the character of the soil under the bed of the lake. If it were anything else than a firm formation of clay, it would be useless to attempt the undertaking. The slightest presence of quicksand would utterly destroy all hopes of being able to obtain pure water through the medium of a tunnel.

Boring for an artesian well near the Water Works, had previously demonstrated that about twenty feet from the surface a clay formation commences and extends downward to a depth of one hundred feet. Experiments were instituted early in the spring of the year 1863, to determine whether this favorable formation extended any distance in the soil under the lake. An auger enclosed in a tube to secure specimens of earth, was sunk to a depth of about thirty feet, every few rods from the shore, to a distance of more than two miles. The clay formation, than which none could have been more favorable to the construction of a tunnel, was found to extend to this distance, and, although the examination was made as thoroughly as possible, those conducting it were unable to discover any place in which the formation was broken by seams or disturbed ledges of rock. Everything being favorable, specifications for the work were prepared and proposals invited from contractors.

A number of parties competed for the contract, which was finally awarded to James J. Dull and James Gowan, of Harrisburg, Pennsylvania, gentlemen of long experience in the construction of public works. The contract was signed October 1, 1863, and provided for the comple-

tion of the work November 1, 1865, for the sum of $315,139, which was to be exclusive of extra work arising from any changes in the mode of construction that might be dictated by the Board of Public Works. It was intended to commence the work without delay, but the Board of Public Works determined upon a change in the shore shaft, using iron cylinders for the first thirty feet; and the difficulty in procuring these cylinders caused by the scarcity of labor at the foundries, severe cold in the winter, and a strike among the engineers on the Pittsburg, Fort Wayne and Chicago Railroad, by which their shipment from Pittsburg was delayed, deferred the commencement of the work until the spring of 1864.

The work of formally breaking ground for the Tunnel took place on the 18th of March, 1864, at the Water Works, corner of Chicago Avenue and Pine street, in presence of Mayor Sherman, the Board of Public Works, the Common Council, and many citizens.

The plan of construction is most easily explained as follows: Imagine a straight line drawn from east to west, which will represent the tunnel. Erect at the west end of this line, another line at right angles to the first; this represents the shore shaft. Then erect at the other, or east end, another perpendicular line, which will represent the lake shaft. The whole length of the Tunnel is two miles; the depth of the shore shaft at the bottom of which the Tunnel commences its direction out under the lake, sixty-seven feet; and the depth of the lake shaft below the surface of the lake, sixty-four feet.

The first thirty feet of the shore shaft are enclosed in iron cylinders, two and a half inches thick, firmly bolted together. These cylinders are three in number, one resting upon the other. Each cylinder is ten feet in hight, nine feet in diameter, and weighs almost 30,000 pounds, or, in the aggregate, the three weigh 90,000 pounds. One of these cylinders was first placed in position. As the earth was excavated from beneath it, the cylinder, of course, dropped down. When level with the surface of the ground, another section was placed upon top of the first, the two bolted together, and the work of excavation proceeded with. The third

was attached in its turn, and in this manner the workmen reached a depth of thirty feet, taking them through the loose soil and quicksand and some feet into the firm clay foundation. The shaft was then contracted to a diameter of eight feet, and then pushed on downward to a depth of forty-seven feet below the bottom of the cylinders, or seventy-seven feet from the surface of the ground. From the cylinders downward the shaft has a lining of brick twelve inches in thickness, giving the lower part of the shaft a diameter of six feet.

From the bottom of the shore shaft the Tunnel proper extends in a direction nearly east, and at right angles to the shore, to a distance exactly two miles from its point of beginning. It is nearly circular in form, being five feet two inches high and five feet wide. It is enclosed with brick masonry eight inches thick. Including those in the shore shaft, there are nearly 5,000 cubic yards of masonry in the Tunnel, requiring, in round numbers, about 4,000,000 bricks. The actual excavation of the Tunnel, in order to give it its diameter inside the masonry, was about seven feet, requiring the removal of about 16,000 cubic yards of earth.

From its commencement, in March, 1864, the work, prosecuted with vigor, suffered but few interruptions, these seldom lasting but a few hours at a time. Night and day the miners continued their work, through the spring, summer, and winter, until the 24th day of July, 1865, when the seal of triumph was set, and the lake terminus of the Tunnel was successfully erected, at the spot where it stands to-day, looking like a stronghold against the northeastern horizon. At seven o'clock on the morning of that day the miners had reached out under the lake a distance of thirty-two hundred and six feet from the shore shaft.

It was feared from the first inception of the great undertaking that the one insurmountable obstacle to success would be the difficulty of sinking the outer shaft through the bed of the lake to the level of the Tunnel. This was, indeed, an obstacle of appalling magnitude. When it is considered that the waters of Lake Michigan, when lashed into fury by the terrible gales that come sweeping with irresistible force over the prairies of

Illinois, rage with a violence hardly equalled by that of an ocean tempest, then will the reader have a correct appreciation of the prime difficulty of sinking and maintaining in position the mammoth crib which it was necessary to erect, in order to shut out the lake from the shaft. Bear in mind, that without a shaft extending downwards from the lake the Tunnel would be as valueless as the limb of a man crippled by paralysis. Remember, too, that the shaft could only be constructed *downwards*, and that it was necessary, in order to reach down through the water to the bed of the lake, to construct some sort of protection to shut out the waves from the scene of operations. In other words, it was necessary to sink a shaft directly from the surface of the lake. This enclosure, or protection against the water, was termed the Crib; and second only in interest and importance to the Tunnel itself is the Crib, which, while forming the lake terminus of the Tunnel and being really a part of the Tunnel, is yet a separate and distinct feature in every way worthy of detailed description.

The crib is forty feet in length, and pentagonal in form; each of its five sides is fifty-eight feet in breadth, making a distance of ninety feet in any direction across the top of the crib. It has three walls—the outer wall, the center wall, and the inner wall. Each wall was caulked and paid with tar, like any first class vessel, and is constructed of twelve inch square timbers; the first twelve feet from the top, of white oak, and the remaining twenty-eight feet of pine. Each piece of timber in either wall was firmly fastened to its place by square bolts. The structure contained fifteen separate water tight compartments, whose uses will be presently explained. In the center was the "well," open at the top and bottom, and twenty-five feet in diameter. The crib as thus completed, was nothing more nor less than a huge pentagonal cylinder, forty feet in length, and ninety feet in diameter, with hollow sides thirty-seven and a half feet in thickness. Some idea of the magnitude of this gigantic structure may be obtained from the immense amount of material used in its construction. There were used, reduced to board measure, 618,625 feet of timber, about 65 tons, or 2,000

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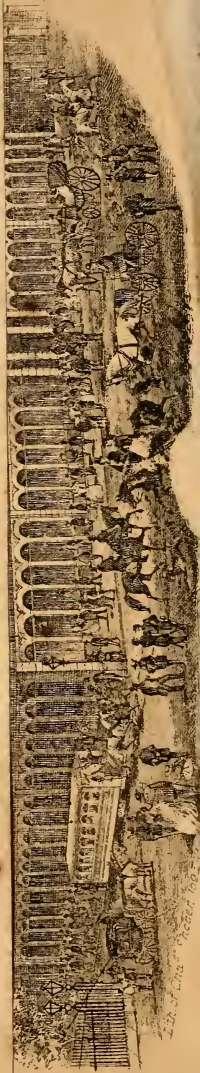

iron bolts, and 400 bales of oakum. The whole structure cost not far from $100,000.

The crib was built on the North Pier, at the mouth of the river, where it was launched in the presence of an immense multitude of spectators, on the 24th of July, 1865. It was towed on the same day to its present position, where it was sunk and securely moored by immense cables, reaching in every direction to Mitchell's patent marine mooring screws, forced ten feet into the clay at the bottom of the lake. Each of the fifteen water-tight compartments were then filled with stone. By these means the crib was sunk until its bottom rested upon the bed of the lake. The water here is thirty-five feet deep, and the top of the crib is therefore five feet above the ordinary surface of the lake. The next step in the progress of the work—and by no means the least difficult—was the sinking of the cylinder or shaft through the "well," or interior of the crib. This cylinder is sixty-four feet in length, and two hundred and three thousand pounds in weight. It is divided into seven sections, each of which is a little over nine feet in length, nine feet in diameter, and two and a half inches in thickness. The end of each section is provided with a heavy flange, through which each section is bolted to the one below it, with immense bolts. The bottom section was first suspended in the well, and then the next placed upon and firmly bolted to it, the joint between being made water and air-tight. The two were then lowered, when another section was placed in position, and so on until all were firmly bolted together, and the bottom rested upon the bed of the lake. The entire cylinder being now in position, and the water having been pumped out, the cylinder was driven down through the clay by the pneumatic process. Whan the cylinder had thus reached its permanent position, the lake shaft was complete, and miners were at once set to work to tunnel shorewards, while at the same time the miners were pursuing their labors in an opposite direction from the shore shaft.

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SHERMAN HOUSE
SHERMAN HOUSE
Lith. of Chas. Shober. 100 Lake St.

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is fully complete, the loose stone placed in the water-tight compartments of the crib will be removed, and spread upon the top to keep the huge structure from rising. They will then be laid back in hydraulic cement, forming a firm foundation rising from the bed of the lake half way to the surface of the water. From here to the top of the masonry will consist of massive blocks of granite, bolted and clamped together with ponderous iron bars, each block of stone being so cut and mortised as to prevent the movement of one without the displacement of all. The stone will be removed and replaced in this manner from each of the fifteen water-tight compartments of the crib. When entirely completed, with its massive masonry and numerous bolts and bars running from one portion to the other, and firmly binding the whole together, the Lake Terminus, it is not unreasonable to suppose, will resist for ages the fiercest storms and gales of Lake Michigan. Upon the top of this structure will be erected a permanent light house in conformity to the recent Act of Congress.

It may be asked, how will the water be let into the tunnel and how will it be shut off? There will be three openings, or flumes, through the masonry surrounding the iron cylinder or shaft which extends down to the tunnel. These flumes reach from the water through the masonry and connect with the cylinder by means of gates, which are freely opened or closed. Each flume is five by four feet in size. One is placed five feet from the bottom of the lake; another, ten feet; and the last, fifteen feet.

The bottom of the lake shaft of the tunnel is sixty-six feet below the ordinary level of the lake, and the bottom surface of the tunnel descends uniformly to the west or shore shaft at the rate of two feet per mile. The object of this slope is, that, whenever the tunnel needs repairs, the "inlet gates" can be closed and the water can be entirely pumped out at the west end.

We have stated that the contract cost of the work was fixed at $315,139. But owing to the magnitude of the work, the great increase in the wages of labor and the cost of material, and many changes in the original plan, it is probable that the actual cost to the city will exceed

at least $800,000. But whether the cost is doubled, or trebled, the benefits accruing from the Tunnel will be cheap enough at twice the price.

THE CHICAGO RIVER.

A mightier undertaking than even the Lake Tunnel is the project for creating an artificial current in the Chicago river, and inverting the course of that stream so that its waters shall *flow from* Lake Michigan *into the Gulf of Mexico.* Doubtless the mere mention of such a phenomenon will be received with incredulity by many a stranger, ignorant of the herculean energy and enterprise which characterize the people of Chicago, and the fruits of which are plainly visible in all of Chicago's public works. But when it is fully revealed that the current of the Chicago river is to be turned about; that Lake Michigan is to be deprived of a tributary large enough to float the commerce of the Great Lakes; and that the Mississippi and the Gulf of Mexico are to receive the contents of the sewers of Chicago, in order that the people of the Garden City may not suffer the stench and unhealthful influence of all the accumulated filth of sewerage,—the world may truly look aghast at the very thought of the great undertaking. Nevertheless such are the facts. Impracticable as it may seem, the giant enterprise has been commenced.

The Chicago river is little better than a vast stagnant pool, surrounded by thousands of people and filled with vessels and ships whose prows are scarcely able to cut through its murky waters. Its banks were originally a swamp, from which came reinforcements of filthy waters to swell the turbid stream. Like the historic Nile, its exact source is veiled in mystery, and it has puzzled many adventurous Captain Spekes to tell where it rises, with any sort of correctness. To the South Branch, Bridgeport is supposed to give birth, and the broad fertile prairies are said to foster the rivulets and rills that unite to form the North Branch. Lying on a perfect level with Lake Michigan, it is more properly a large bayou than a river, which the sharp school boy frequently detects, while looking over his maps. It is far more customary to see the waves flowing into it from the lake,

than to see the slightest current in the natural direction. It is a filthy body of water, which thus far has resisted all attempts for purification. Yet this filthy stream, polluted by the constant discharge of miles of sewerage, is the main reliance of Chicago. It bears our commerce, second only to that of New York, on the continent, and yearly pours millions of wealth into the coffers of our citizens Its sluggish current is the only means as yet found to carry off the filth of the city, or rather to receive and evaporate it. Its purification then, is of the most vital interest to all classes. The problem has long been a mooted one. Theory after theory has been advanced and rejected as impracticable, or too expensive; and each succeeding year has seen the evil unabated, increasing in extent and danger.

By amendments to the city charter in 1864, two members were added to the Board of Public Works, and empowered to act with the other members upon matters pertaining to the cleansing of the Chicago river. From this action the present project of purifying the Chicago river may be said to date. The Board consisted of five members. The charter amendments also authorized a loan of three millions of dollars for these purposes.

During the discussions which were held in the winter of 1864–5, as to the legislation necessary to best provide for efficiently remedying the condition of the river, and agreeably to a recommendation from a joint committee from the Common Council and the Board of Trade, a commission was appointed by the Council, to recommend a project and mature plans for the purification of the river. This commission, after much deliberation and actual surveys, recommended that the Illinois and Michigan canal, between Chicago and a point about three miles this side of Lockport, be deepened so that the water of Lake Michigan will flow continually through the canal to the Illinois river. The surface of this canal as is generally known, is now about eight feet above the level of the lake, and must be excavated to a point below such level.

When the work is completed, it is calculated that the water of the Chicago river will run through this canal at the rate of one mile per hour, and that it would com-

pletely empty the river, if there were no influx from any place, in from twelve to sixteen hours. It is to be so constructed that it shall be from eight to ten feet deeper than the present canal, and at the lowest stage of Lake Michigan the water shall be at least six feet in depth below standard low water of the surface of the lake. From the river westwardly the canal will have an inclination downwards of one-tenth of one foot to the mile. Not only will all the sewerage and other impurities of the river be run of through this channel, but a current of pure water setting in from Lake Michigan will also course through the great ditch, purifying its banks and washing away every vestige of animal deposits. The current once created, the Chicago river will become a branch of Lake Michigan, containing as pure water as any bay on the northern frontier.

The work was commenced in 1865, and will be completed in 1868. Its cost will be about two millions of dollars.

THE ARTESIAN WELLS.

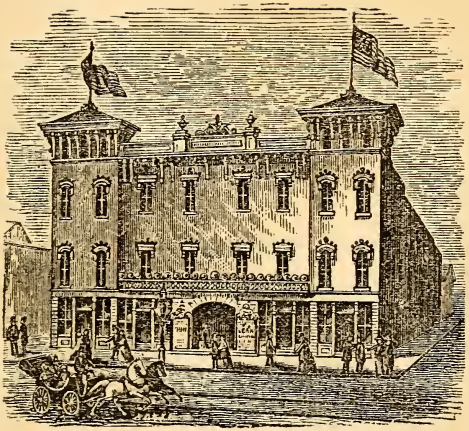
The visitor to Chicago should not fail to see the Artesian Wells. Situated at the corner of Chicago and Western Avenues, a little more than three and a half miles from the Court House, they are easily reached by taking a Randolph street car to the city limits, whence the distance to the Wells occupies but a few minutes' walk. The perpetual, never-ending flow of these splendid fountains, fed from some unknown reservoir of water, located, perhaps thousands of miles away under the shadow of the mountain peaks of the Pacific coast, must ever remain a subject of interest, a source of wonder, to every tourist.

It is claimed that the revelation of a spiritual medium led to the boring of these wells. However that may be, the tract of land on which they are situated was bought in October, 1863, by a company of sanguine individuals, who shortly afterward commenced sinking a well for petroleum. It should be mentioned that the medium already referred to had asserted the existence of oil in large quantities underlying this tract of land. The medium further declared that beneath this ground would

also be found "a well of the best, purest and healthiest water known anywhere, which would reach to the surface with great force and power, and in quantities sufficient to supply the people of this city for all time to come." The boring was commenced in December, 1863, with a diameter of five inches. In the following January, the work had to be abandoned, the tools getting fast at the bottom of the well. Another having been commenced in February, 1864, the work progressed slowly and gradually until November of the same year, when water was struck at a depth of seven hundred and eleven feet below the surface. And this water has continued to flow, and is still flowing steadily and constantly, at the rate of 600,000 gallons daily.

Shortly after reaching the water, as above described, the company sunk another well to the depth of about forty feet, in the hope of finding oil. This well will eventually go down to the depth of fifteen hundred feet, if necessary; but at present it is stopped. About one hundred gallons of petroleum have been secured by pumping.

In May, 1865, a twenty-foot overshot wheel and the necessary machinery for boring having been constructed, work on the second well was commenced, the power being furnished by the water from the first well, which is carried up twenty-five feet above the surface in a three-and-a-half inch tube to the flume, whence it is discharged over the wheel. This second well is located about nine feet from the first, is six hundred and ninety-four feet and four inches in depth, to the surface of the water, was commenced on the 8th of May, 1865, and reached the water on the 1st day of November following. There are no observable geological differences in the two wells, the rock through which they are sunk being almost the same in character and exhibiting the same signs of oil. In the absence of any means of accurate measurement, it is conjectured that the two wells are now flowing about twelve hundred thousand gallons every twenty-four hours!



McVicker's Theatre,

MADISON STREET, BETWEEN STATE AND DEARBORN.

THE STOCK YARDS.

Probably no enterprise in the history of Chicago has combined so many capitalists together, into one great company, acting as an individual in the business world, as the great Union Stock Yards. Railway companies that have heretofore been rivals for the live stock trade of the West, and often at war with each other, are now found a unit, working together as architects of this great undertaking. Their tracks have been extended to it, and nine of the formerly competing roads now centre at this nucleus, uniting there for a common purpose. The broad prairie that stretches southward from the city is now traversed and retraversed by these branches, all tending towards a suburban city—the great bovine city of the world.

HISTORY OF THE ENTERPRISE.

The first step taken towards the organization of a stock yard company was the issuing of a prospectus, containing plans and estimates for the yards. The railroad companies and a number of prominent captalists saw the benefits of the plan, and immediate measures were taken to put it into execution. Stockholders in the various railroads saw that their receipts would be enhanced by such an organization, and the value of their bonds increased. The actual dealer in cattle seized upon the plan with avidity, and threw their whole influence into the scale with the railroads. Capitalists caught the mania and offered to take the stock. The matter was talked of in this manner for several weeks, the most lively interest being manifested in the project. At length it reached something like a tangible shape. In pursuance of this feeling, a meeting was held and an organization effected. Soon afterwards the Legislature of Illinois, at its last session, passed an act incorporating the company, fixing the capital stock at $1,000,000, and the corporation thus passed into one of the permanent institutions of the State.

The company at once purchased three hundred and forty-five acres of land, extending from Halsted street, on the east, to the South Branch of the river, and from Egan avenue, on the north, thence south on the prairie. This tract lies just outside of the southern limits of the city, and is about four miles in a direct line from the Court House, or the center of the city; being perhaps five miles by way of the streets. It is open prairie, no dwellings or places of business being situated anywhere in that locality. When the company first commenced work upon it, the rank prairie grass waved to the breeze and the scene was one of aboriginal Illinois, unimproved and untouched by the growing city, which had long threatened to rob it of its pristine loveliness, and transform it into a mart of commerce. The transformation has been made, as the visitor will not fail to observe.

DESCRIPTION OF THE YARDS.

The entire three hundred and forty-five acres comprised in the Union Yards are laid out into streets and alleys, in the same manner as a large city. This is the greatest feature of the yards. Through the center, from north to south, runs a broad avenue, which has been named Avenue E. This great central thoroughfare is one mile in length and seventy-five feet broad. It is divided into three sections, like a bridge, to facilitate the driving of cattle through it. Droves passing to the south take one section, those to the north another; passing on the way, without the slightest inconvenience or stoppage. This street runs through the entire grounds, and is paved with Nicholson pavement.

There is not a finer or smoother drive in Chicago than this well-paved and finely rounded street; and there is no more sightly one, when the yards are filled with innumerable herds of cattle and swine, and teeming with the activity of buying, selling and transporting stock. Running parallel to Avenue E, are other streets, leading to the railroads that surround the yards, and to different sections. These streets are crossed at right angles by others, running east and west. The principal one of these passes by the Stock Yards hotel, and has been named "Broadway," by the workmen. It is indeed a

broad avenue, and will probably always retain that name, as it leads from the hotel to the brook and exchange building, where the life and excitement of the yards center. It is sixty-six feet wide, planked with heavy plank, and traversed on the south side by a raised sidewalk. It is so curved as to carry off the water into drains somewhat like the roof of a building. Parallel to Broadway run other streets and avenues, which cross Avenue E at right angles, thus dividing the whole into blocks similar to those of a well laid out city. There are several irregular streets, caused by the curves made for the railroads, but they lead off directly into the regular avenues. These streets are all designated by letters and numbers, as are all the pens and different stalls and yards.

When the streets were laid out and the planking done the whole was surveyed into small lots, and the work of erecting small lots and pens for cattle and sheep began. There are five hundred of these inclosures, all lying on the different streets, like the building of a city, and all properly numbered. The pens vary in size, but are nearly all laid out in rectangular shape. They are so constructed that several can be thrown into one by merely opening several gates, like the rooms of a house. Gates are also so arranged as to open across the road, turning a drove directly into the pen, and closing after them. In size, these enclosures vary from twenty by twenty-five feet to eighty-five by one hundred and twelve feet, while others are precisely the size of a car, calculated to hold just a car load of stock. These latter are mostly arranged near the shoots at the different railroads. The posts supporting the fences which form these pens are cedar, sunk through holes in the planking and three feet into the ground. They average about six feet apart all over the grounds. The cattle pens are open, but those designed for hogs are covered with sheds.

The yards are provided with six hay barns and six immense corn cribs, situated in different parts of the enclosure, convenient to different sections of pens. These barns are thirty by one hundred and fifty feet long, one story high, and will contain five hundred tons of hay each. The corn cribs are each near one of the

barns. Their average capacity is six thousand bushels of corn. They are substantially built, with narrow bottoms and wide tops, to avoid the heating of the grain.

Perhaps the greatest and most unique arrangement of the whole enterprise is that of the different railways. Nine of the principal railroads of the West find a common centre at these yards. There have been constructed fifteen miles of track, as branches, which connect these roads with the yards direct, besides many switch tracks. Upon the north are the tracks of the four eastern railroads, the Chicago and Great Eastern, the Michigan Central, the Michigan Southern, and the Pittsburg and Fort Wayne. These roads all run in from the east, and their tracks are so arranged by the side of "shoots," that whole trains can be unloaded at once. On the north, and parallel to the shoots belonging to these, are others, running nearly parallel. They are for the accommodation of the two roads, the Chicago, Burlington and Quincy, and the Illinois Central, which also approach the grounds from the east. The east and west sides of the yards describe an inward curve, along which are platforms and shoots. The Chicago and Rock Island Railroad owns those upon the east, and the Chicago and Northwestern and the Chicago and St. Louis, those upon the west. Each road has one thousand feet of unloading track for its own use exclusively, and a corresponding array of shoots. The arrangements for loading and unloading are so perfect, that lots of cattle can easily be transferred from one road to another without risk or loss.

The most novel and ingenious method has been adopted for supplying the yards with water in abundance. The main yards are situated half a mile from the south branch of the Chicago river, the present water level of which is two feet above the level of the prairie where the pens are erected. Seizing upon this fact, the resident engineer constructed a stone dam, of circular form and of great strength, across the river, directly west of the yards. A water-pipe or box eighteen inches in the clear was then laid underground to the centre of the three hundred and forty-five acres, where an immense reservoir or well, thirty-five feet deep and

twenty feet in diameter, was dug to receive the water from the river. Above this, five huge tanks have been erected, standing upon a platform twenty-five feet from the ground. From the water level in the tanks to the ground is thirty-eight feet, giving the water that amount of head to send it through the yards. These tanks hold 44,000 gallons each, or an aggregate of 220,000 gallons. The water is thrown from the receiving well into these tanks by means of one of Worthington's double acting force pumps, which is capable of raising three hundred and sixty gallons per minute. This is propelled by an engine situated in the same building. From these tanks run water-pipes which discharge into troughs constructed in every pen and yard. These pipes are over six miles in length. When a dealer wishes to water his stock, before or after selling, he has only to raise the cover of the trough and turn on the water. Thus the large number of hogs and cattle can be watered at once, with the utmost ease. It is calculated that it will require half a million gallons daily to supply the yards; for which the above arrangements will be amply sufficient. When the water in the river rises to the top of the dam, as will be the case in wet times, the fall from the river to the well beneath the tanks will be six feet. In that locality the river water is quite pure, as the sewers from the yards discharge into it below the dam. Above, it is fed by springs and rivulets from the marshes of the prairie.

A great scheme is now fast gaining ground in the inventive brains of the officers of the yards, which outrivals the whole that has been done, if such a thing were a possibility. It is proposed to cut a canal from the south branch of the river to the cattle-yards, of a sufficient capacity to float vessels. The river is already navigable to within a short distance of where the canal would enter it, and the remainder could easily be dredged out. Vessels could then come directly in front of the yards, and depart thence to any port. This would afford greater facilities to the packing-houses likely to be built in that region than to the yards, as beef could be shipped without the expense of handling consequent upon shipping from our present docks.

THE HOUGH HOUSE.

When the great Union Stock Yards were first conceived, it was deemed necessary to erect a capacious hotel on the grounds, for the accommodation of drovers and business men, as well as people who may visit the yards. A bank and exchange building was also required, and a few months afterwards work was begun upon the building, which is now, like the hotel, finished. Both have been built of the best material, and in the most approved style of architecture.

The stock-yards hotel has been named the Hough House. This hotel cost $125,000, is one hundred and thirty feet front by one hundred and forty-four feet deep, and is six stories high. It fronts on Halsted street, and stands on the southeast corner of the yards proper. It is built of clay colored brick, with a mansard roof, and surmounted with a cupola with a globe-like top and a weather-vane. Externally it is one of the finest hotel buildings in Chicago, or in the West. Towering high above every other structure within a great distance, it can be seen many miles from the prairie which stretches far away to the south and west. On the front of the hotel extends a double verandah fifty-two feet in length. This is reached by a flight of about twenty broad steps, running the entire length, the whole bordered by a railing similar to that which surrounds the balcony of the cupola. On the south side, which looks out upon the prairie, is a similar verandah eighty-four feet in length, entered by the windows and by several doors which open upon it. From this point the most delightful view is afforded of the prairie, which stretches away to the south in one unbroken sea of land. Not a single object appears to mar the exquisite beauty of the scene, until it is lost in the horizon, or in a hazy mist of gathering smoke and clouds. On a warm summer day, this is one of the most enjoyable of our suburban retreats, affording, as it does, a magnificent view.

To procure a good supply of pure water for the hotel, a well was dug in the court between the two wings. A strata of rock was encountered at the depth of forty-five feet. Boring five feet through this, a flow of water was

obtained, which rises to within ten feet of the surface of the earth like an artesian well. It has been ascertained that the water rises to a level with the water in the lake as fast as it is pumped out; and the supply is therefore considered inexhaustible, as it must possess a connection with that body of water. This well is ten feet in diameter, and flows one thousand gallons of water. The water from this well is elevated into the top of the house by a steam force pump, where it is deposited in an immense tank, capable of holding one hundred barrels, and then finds its way into every room, and wherever it is required for use, through pipes. The system is complete and unequaled, and the well is a wonder in itself.

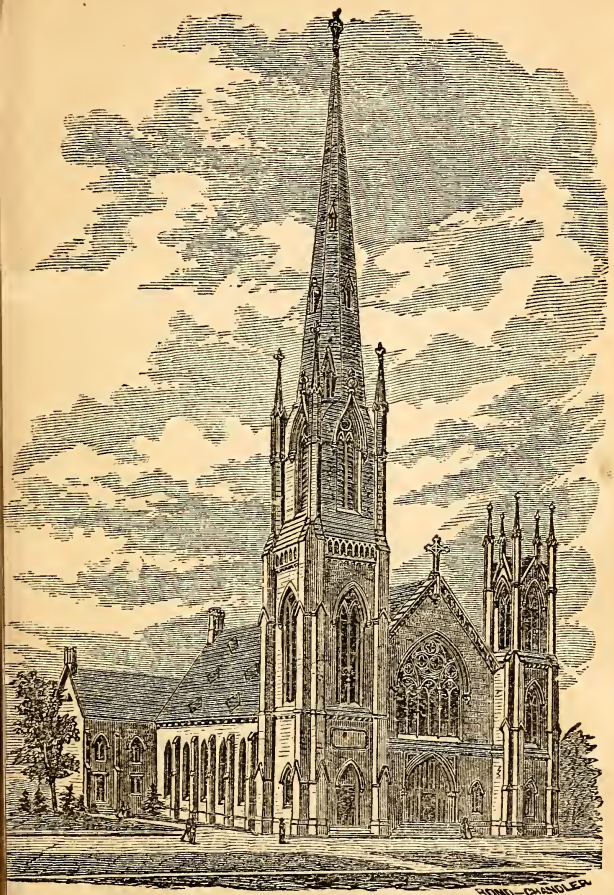
THE EXCHANGE AND BANK.

A short distance west of the Hough House, in the business centre of the yards, stands the exchange building. This structure is built of brick, like that used for the hotel, and is two stories high, surmounted by four gables, which give it a very novel and picturesque appearance. It stands on the corner of Avenues D and E. The south end of this building constitutes the bank. The room is thirty-seven feet square, and provided with an immense store vault, said by the masons and builders to be the strongest in the city, and capable of withstanding the chisels and powder of any number of burglars. This was a necessary feature, as it will be impossible to keep a sufficient number of police on the grounds to guard all the points. Adjoining the bank is the office of the Secretary of the company, a room thirty-seven by twenty, with a door opening into a separate compartment of the vault. The remainder of the ground floor is a large room, sixty by eighty feet, known as the exchange. On the second floor are twelve commodious rooms, two of which in the east end will be used as telegraph offices. The other rooms will be rented to brokers and business men locating permanently at the yards.

A volume would scarcely suffice to describe with any sort of justice the great Union Stock Yards. Growing up as the result of a demand for trading facilities unequaled in the world, they are a monument of western

traffic, never before equaled, and never to be excelled. Sir Morton Peto, Mr. William McHenry, and their party visited the premises two months ago, when they possessed scarcely a semblance to what they now are. Yet these far-sighted Englishmen, accustomed to walk the marts of London and Liverpool, and with views and ideas enlarged by the most liberal and extensive travel, pronounced them unequaled in the world. They were bewildered as they passed through the labyrinth of streets, and observed the great work in process. They were regaled with wine, and Sir Morton drank success to the enterprise. He never quaffed a more certain bumper.

Up to the present time there has been expended upward of *one million of dollars*, but much more will be required before the yards are fully completed. Over 15,000,000 feet of lumber have been used in the flooring and pens. No computation has as yet been made of the amount of spikes, iron, etc., used, but it must have been very large. The work has been pushed forward with a rapidity never before equaled in the history of building. As a natural sequence to the construction of these yards, property in the vicinity has increased in value enormously. The land was formerly considered almost worthless, and previous to the organization of the company could have been purchased for almost any sum. Now it is held at exhorbitant rates, and much of it cannot be bought at all. The large tract on the eastern side of the yards is owned by a gentleman in New York, who knowing that it is better than money at one hundred per cent. interest, refuses to sell a foot of it. All along Halsted street, from the city, persons have recently purchased building lots, and are now engaged in setting out trees, building fences, etc. The change that has been wrought upon this marshy prairie, in less than six months, is marvelous, and appears like the dreamy tales told in the "Howadji of Syria." But they are real changes, wrought by muscle and nerve and determined zeal, backed by that other requisite, $1,000,000. It is western enterprise that has done the work.



First Baptist Church. (p. 76.)

PUBLIC BUILDINGS.

THE COURT HOUSE

Is a magnificent building of stately proportions occupying an entire block in the very centre of the city. It is built of limestone from Lockport, New York, and in point of architectural appearance is an ornament and credit to the city. Here are located the various city and county courts, the city and county government, and in the basement the county jail. A magnificent view of the city is obtained from the Court House tower, whither the visitor can ascend at any hour of the day, by means of a spiral staircase. The view from this lofty standpoint, nearly two hundred feet above the streets below, is one of the grandest afforded any where in the United States. The vast city, with its six hundred miles of streets, its innumerable workshops, its immense shipping, its stately stores, and magnificent churches, lies spread out before him, and the beholder is awed by the magnitude of the scene.

THE CHAMBER OF COMMERCE.

The Chamber of Commerce, the centre of the vast business interests of the Northwest, and the representative of the wealth, energy, and enterprise of Chicago merchants, is one of the finest public buildings which adorn the city. Its location, on the corner of Washington and La Salle streets, is one of the best in the city. Its walls are of Athens marble, and its dimensions ninety-three by one hundred and eighty-one feet. The style of architecture is of that composite character generally known as the modern Italian. It consists of a basement, half beneath the street, a story above for banks and merchants' offices, and above this the grand hall for the use of the Board of Trade. The building is completed by an elegant mansard roof, with oval windows, and, upon each corner, ornamented urns. A massive stone pavement is carried around the building, and a short flight of steps leads down to the offices in the basement.

The building is located in the most central part of the city, at the corner of Washington and La Salle streets, fronting Court House Square, of which it is now the most graceful ornament. The entrance to the building consists of four Corinthian columns, from which spring three arches supporting a handsome balcony, underneath which a broad flight of stairs leads to the first floor, which is divided into offices and banks. There is a second entrance from the side fronting on La Salle street. On the whole, the structure has an imposing aspect, chaste, elegant, and profusely adorned, the only thing which tends to mar the general effect being the unusual arrangement by which the loftiest rooms are placed at the top of the building.

The basement is entered by a short flight of stone steps and consists of a long corridor, branching off on each hand into thirteen offices, all of which are elegantly furnished. These apartments are large and commodious and the only fault to be found here is in the height. Passing from this portion of the edifice to the first floor, we find a succession of offices and banks, much the same as on the basement floor, except that they are better lighted, and are fitted up more luxuriously. This floor contains twelve offices, besides the City National bank and Sturges' bank, both of these furnished in a most superior style. The visitor passes southward along this corridor, which branches off into a passage way, leading by a flight of steps to the basement on one hand, and on the other to the La Salle street entrance. A broad flight of steps leads up to the Board of Trade rooms, and to the other apartments in the upper portion of the building. The principal entrance to the hall, however, is from the north end by means of two flights of iron stairs, which are much too narrow, and form a rather mean introduction to such a place.

In the hall itself which is by far the finest portion of the whole building, the utmost pains and expense have been lavished, to render it a worthy environment for the enterprising spirits of Chicago. It is indeed a beautiful mansion "royal, rich, and wide," and has quite a dazzling effect at first sight. It may safely be asserted that it is by many degrees the greatest hall of the kind to be found

in the country. It is one hundred and forty-three feet in length by eighty-seven feet in width, and the height is forty-five feet in the clear. It is lighted by ten windows on each side and five in front, each window being twenty-five feet in height. The windows are of a tasteful design, representing the shield and arrows, and adorned with elaborate scroll work, while between each of these are large panels in fresco work. At the north end of the hall is the president's chair, on an elevated dais, which occupies a considerable portion of the space at that end; and over the south entrance there is a massive balcony, thirty-six feet long, and projecting seven feet from the wall. It is supported by large brackets, with Corinthian cups and leaves, and is elaborately adorned with iron scroll work and carved ornaments of various kinds. But the principal feature of attraction in the hall, or at least what attracts the attention of visitors, on first entering, is the highly ornate ceiling which is profusely decorated with fresco paintings.

The ceiling represents two centres, both richly ornamented with scroll work, and divided by a tasteful design, representing the city seal. In the middle, or apex of the centres, is placed the lighting apparatus, which at night sheds a vivid glare of light upon the hall, while at the four corners of each centre are traced pictorial designs, representing the various aspects of Commerce and Agriculture. There is a large elevator, a factory, a canal boat scene, a rural picture with cattle and plows, and railroads, steamboats, saw-mills and flour mill.

Between the ceiling and the walls, there is an arch projecting thirteen feet, on which are a series of large fresco designs, some of them pieces of great merit, while others cannot be said to deserve much commendation. First, over the president's chair there is a representation of the goddess of liberty, with winged figures presenting laurel wreaths to the genius of music, painting, sculpture and architecture, who are disposed on each side of the principal figure. The painting occupies the width of the hall, and is filled up with landscapes. Fronting this picture, at the south end of the hall, sits the goddess of success, holding in her hand the globe and compasses.

On one side of her is an active figure of a youth who is supposed to represent the electric telegraph, and who holds the electric wires in his hand waiting to receive instructions of the goddess. On the other side are figures representing the shipping interest; while a variety of all kinds of machinery and implements are scattered around. The whole is appropriately surrounded with sea pieces, where argosies of magic sails are gliding through oceans of immutable blue. In the middle of the arch on the west side is a figure representing Ceres, the goddess of plenty, surrounded with a multitude of deep-uddered kine lazily browsing on the pastures. In the background there is a pleasant picture of an American homestead, while away in other portions of the picture may be seen hay-making, wheat-hauling, and all imaginable kinds of rural employment, refreshing to look upon. Stretching away beyond this are swelling hills and dales. The opposite picture, on the east side, is a representation of commerce; on one side a shipping scene, which some have mistaken for Chicago, but which is entirely an imaginary picture; on the other side are a variety of scenes, rural and otherwise. At each corner of the arch around the ceiling is the representation of an eagle—two of them, the Illinois eagle, with wreath and shield, and the other the United States eagle. Above the balcony, at the south entrance, is a fresco painting on the wall, representing two American flags with the eagle; while at each side of the entrance are the figures of Justice and Liberty. At the north end, on each side of the president's desk, the walls are adorned with the figures of Agriculture and Commerce.

Adjoining the hall on the south side are a suite of rooms, the reading room and two telegraph offices, the directors' room and the secretary's room, which last is a commodious apartment and handsomely furnished. Passing from this up a flight of steps, we come to another set of apartments in the story above, which are to be devoted to inspectors' rooms; and going still nearer to the sky, the visitor comes to the lumber room, extending the whole width of the building, and the roomy apartment which is to be occupied by the functionary who attends to the lighting of the rooms and the winding up of the clock.

In the rear of the main edifice there is a large brick structure, appropriated to offices for the Board of Trade, the entrance to the one from the other being by an iron trussed bridge floored with wood, which spans the alley between them.

The structure and the ground on which the building is situated cost $400,000. The building is in the hands of a joint-stock company, and the rents received for the use of these offices afford remunerative dividends.

The completion of the building was celebrated on the 30th and 31st of August, 1865, by a series of inaugural ceremonies and festivities, which were attended by delegations from New York, Boston, Philadelphia, Cincinnati, Buffalo, Montreal, and all the other large cities in the country.

No stranger should visit Chicago without entering the Chamber of Commerce. The daily sessions of the Board of Trade are held from 11 A. M. to 1 P. M., and, while strangers are not admitted on the floor of the hall, the balcony overlooking the busy scene of 'Change is always open to visitors. The sight from this balcony during the hours of 'Change, especially if it be obtained during the busy periods of the year, when the markets are excited and prices are active, will be found worth coming a thousand miles to see.

THE OPERA HOUSE.

The Opera House is, and must remain for many years hence, one of Chicago's chief attractions. As a building, it ranks among the most prominent of the prominent elegant edifices which adorn the city; as an opera house, it may safely be affirmed that, in point of size, beauty of design, costly decorations, as well as for the perfection of all its arrangements, it excels anything of the kind ever established in this country, and almost equals any in Europe, the new Grand Opera House of Paris alone excepted. The entire cost of this great edifice was not far from $450,000. The grand audience room is divided into five separate parts. On the lower floor, first, the orchestra circle, which is entered from the parquette; next, the parquette, which extends nearly to the first tier of galleries; and the parquette circle, embracing the

remaining space on either side and fronting the stage. A passage runs around the back of this, and on either side a broad, elegant staircase leads up to the dress circle or first gallery. Last of all, there is the second circle, the front of which is set apart as the family circle. A single tier of three elegant procenium boxes on each side of the stage, decorated in a most superb and gorgeous style, overlooks the auditorium.

The Opera House has a front of one hundred and forty feet on Washington street, between State and Dearborn, and its depth, from the front to Court place, in the rear, is one hundred and seventy-nine feet. It is four stories high, and is surmounted by a large mansard roof with elaborate dormer windows. The general style of the structure is decidedly of a modern type of architecture, highly ornate and graceful at first sight, but, like most buildings of the present age, lacking in that massive grandeur, that classic simplicity and repose which best satisfies the imagination. It does not belong to any particular school, but may be characterized as a combination of various styles. If anything, it has, perhaps, a touch of the Corinthian. The *facade* on Washington street is Athens marble, elaborately cut in tasteful architectural designs. The first or ground floor, is divided into four stores—two on each side of the broad central entrance to the auditorum of the Opera House, which rises from the second story. Three of these are devoted to the sale of music and musical instruments, while the other is occupied by a magnificent restaurant, under the direction of Kinsley, the Delmonico of Chicago. Here assemble the wealth, beauty and aristocracy of the city. The upper part of the building is divided into a front part, seventy feet in depth; an intermediate passage, seventeen feet wide; and the Opera House proper, which occupies the entire rear portion of the premises, eighty-six feet wide, one hundred and fifty feet in length, and sixty feet high from the parquette floor to the ceiling. The front part of the building on Washington street contains a number of offices and studios, the latter of which will be occupied by several of the most distinguished artists in the city. For their convenience there is also arranged on

BRIDEWELL HOUSE

the same floor a spacious picture gallery, lighted from the roof, twenty-eight feet long, by fifty-six feet wide, and eighteen feet in height, where at all times may be viewed a choice collection of paintings by the most eminent of foreign and home artists.

Chicago owes this stately pleasure house to the public-spirited liberality and enterprise of Mr. U. H. Crosby, who sacrificed a princely fortune in its erection. The building was completed in the spring of 1865, and the inauguration season of opera commenced on the night of Thursday, May 20, of the same year, when the Opera House, opened for the first time to the public, was filled by one of the most brilliant and fashionable audiences ever assembled on the continent.

THE DOUGLAS MONUMENT.

One of the principal, and to those who revere the memory of Douglas, one of the most suggestive objects of interest which can be found in Chicago, is the grave of that illustrious statesman, who for so long a time occupied the most exalted and commanding position in the nation. None who honored Douglas while living, or cherishes his imperishable principles of patriotism, now that he is gone, will fail to visit his grave and bestow there the silent mark of reverence for his memory. A favored son of Illinois, and one who represented the State of his early struggles, so long in the councils of the nations, it was eminently fitting that he should have been buried here in the metropolis of Illinois.

At Cottage Grove, overlooking the majestic waters of Lake Michigan, and within the constant sound of its waves, as they dash and roll at its very slope, is a broad beautiful plateau, where rest the remains of the immortal Senator. A more delightful spot cannot be found in the suburbs of Chicago. In the distance, the eye rests upon

the beautiful houses of Michigan avenue, and still farther beyond rise the spires and chimneys of the vast city, while out upon the lake, which here skirts the shore in a circle, the masts and sails of vessels arrest the vision.

The ground upon which the grave and monument are located, formerly belonged to Mr. Douglas and is almost the only portion saved intact from mortgage in all that vast estate which once was his. Two years after his death, the tract being one acre in extent, was purchased from Mrs. Douglas for the sum of $30,000.

The design for the monument, whose erection was commenced in the summer of 1866, may be briefly described as follows: A circular platform base, resting on a massive foundation, and fifty-two feet in diameter, rises in steps two and a half feet from the ground. Another base, also with steps, its sides concave or curved, is laid upon and rises two and a half feet above the circular base. The sepulchre, with four projecting pedestals standing out from the four corners and connected by archways, is twenty feet square and eleven feet high, with walls five feet thick. It has an arched ceiling and a chamber within, ten feet square. The floor is of mosaic work, and is on a level with the circular platform base. In the centre of this chamber is a sarcophagus or receptacle for the remains of the departed statesman, visible to the spectator standing on the platform outside the enclosure, through the open-work bronze or iron door, which will be six and a half feet high and three and a half feet wide. Resting upon the sepulchre is a pedestal twenty-one feet high, with a base fifteen feet square, lapping upon and supported by the walls of the tomb. A composite column forty-three feet in length, six feet in diameter at the base and three and a half feet at the top, divided into five parts or sections and representing different varieties of the column, is placed upon the pedestal. A cap and sphere six feet high form the cap and base for a colossal bronze statute of Douglas, twelve feet in height, making the entire height of the monument one hundred feet.

The emblematic devices and embellishments which

will complete the monument may be described as follows: Surrounding the sepulchre are four symbolical figures of life size, in sitting posture, intended to be of light colored marble. One represents Illinois holding a medallion likeness of Douglas, her favorite son. By the side are a sheaf of wheat and the arms of the State. The others are, America with the shield, History reclining upon a tablet, and Fame with the wreath and trumpet. An eagle stands above the entrance. On the base of the pedestal are four bas-reliefs, one on each side, intended to represent the progress of civilization in the west; first, the wilderness, with Indians hunting, and their wigwams in the distance; then the pioneer scene, with the log cabin, and men ploughing the soil and felling the forest. The others are Commerce and Science. The former is represented by a ship and bales of goods; and the latter by the locomotive, the railroad and the telegraph. The fourth relief illustrates Education, by the schoolmaster and a group of children, with the Capitol building of the nation and a church in the distance. The pedestal is likewise ornamented with books, scrolls, flambeaux, wreaths, and festoons of flowers. Between the sections of the columns are stars representing the several States. The composition of the statue represents Douglas as standing by the Union and the Constitution, the *fasces* or Union by his right, and the Constitution in his left hand.

The monument was designed by Mr. L. W. Volk, of Chicago, a distant relative of Mr. Douglas, and celebrated as one of our leading American artists and sculptors. The whole cost of the monument as originally designed, will be about $75,000.

The grave and monument may be easily reached by taking a Cottage Grove car on the State street line. The grave is distant four miles from the Court House, but the ride is quickly accomplished, and the visitor will be more than repaid for his time and trouble. In addition to the monument, the Soldiers' Home, and the University of Chicago, both situated but a few steps from the grave, are well worthy of a visit. In the latter may be seen the great Clarke refractor, the largest and most powerful telescope in the world.

THE CHURCHES OF CHICAGO.

We might enumerate as many as *one hundred and forty-three* different and distinct church buildings in the city, of Chicago, many of them being of great elegance and beauty. We annex brief notices of the most prominent and noteworthy.

FIRST BAPTIST CHURCH.

This spacious and elegant structure, one of the finest, if not the finest, eclesiastical edifice in the city, is situated on Wabash avenue, corner of Hubbard Court. It was erected in 1865–6, and for architectural beauty, is entitled to the first rank among the religious edifices of Chicago.

The church is built in the early English style of architecture, of Illinois marble, laid in ashlar form. The dimensions of the building are one hundred and sixty-five feet in length and one hundred and twelve feet in width. The church from without has a very massive and imposing appearance. The church is entered through spacious doorways in the centre of the front and main tower. Through a spacious vestibule the auditors will pass by four doors directly into the main audience room, or by commodious stairways to the gallery, which entirely encircles the building. Upon entering the interior, the first sensation is that of wonder and surprise at the size of the auditorium. Upon examining more closely, however, the exquisite taste and beauty of its interior adornments are equally conspicuous. The broad and lofty roof is supported without columns. Massive corbels and heavy moulded arch ribs and spandrels intersect the main ribs that support the vaulted nave, and large carved pendants depend from the highest part of the arch. The windows on the sides are filled with plain ground glass, fringed with richly stained glass borders, and ornamental gothic tracery of stained glass of various shades in the heads below and above the galleries. The large window in front is glazed with

very rich stained glass. It has many appropriate and beautiful emblematic designs worked into the intricate coloring, representing the trinity, the birth, the dove, the sacrificial lamb, the crown of glory, the anchor, the communion service, the cross, the crown of thorns, the spear and other emblems of the Crucifixion, together with a large variety of rich shades. The pews are arranged on a circle radiating from the pulpit, which causes each seat to front the pulpit. They are of walnut, the rails being black walnut, and the panneled backs of white walnut. They are all richly upholstered with green damask. The pulpit and breast-work of the platform are made of black walnut with deep cut gothic panels. The platform is placed much lower than usual, and the pulpit is much smaller than those ordinarily built in modern churches. The baptistry is arranged in the platform of the pulpit. On either side of the baptistry are dressing-rooms for gentlemen and ladies. Directly in the rear of the pulpit there are two sets of large sliding doors, which, when open, bring the lecture room in full view of the speaker. This room affords sittings for 500 persons, while the audience-room and galleries will seat 1,500, making a seating capacity for 2,000 persons. The organ occupies a recess in the rear of the pulpit. It cost $12,000. The case is of black and white walnut, like the general finish of the church. The floor is carpeted with a three-ply green colored carpet, made expressly for the church. The total cost of church was $175,000.

CHRIST CHURCH,

(Episcopal,) corner of Michigan avenue and Twenty-fourth street, is built of stone, in the Gothic style, and has projecting porches in front, from which the main floor is approached by a handsome flight of stone steps. The audience room will accommodate 700 persons comfortably, while the basement is fitted up for lecture and class-rooms, study, etc. The chancel is octagonal, with a grained arched ceiling, and windows with stained glass, blazoned with sacred emblems. The pews and furniture are entirely of black walnut and most complete in their finish. Cost, $30,000.

THE UNION PARK BAPTIST CHURCH.

Union Park Baptist Church, on the corner of Paulina and Washington streets, is a frame building, sixty-one feet front by one hundred and two feet deep. There are towers at each front corner, surmounted by spires. The basement is finished off for lecture and class-rooms, study, etc., and the main floor has an audience room capable of accommodating 750 persons. It is built in the Romanesque style, and cost $25,000.

FIRST GERMAN LUTHERAN CHURCH.

The First German Evangelical Lutheran congregation have a fine edifice at the corner of Franklin and Superior streets. The building occupies a front of fifty-five feet by a depth of one hundred and four feet, the height of the main building being fifty feet. The basement is built of cut stone and is fitted up for school-rooms. The main story, devoted to church purposes, is built of pressed brick, with ornamented cut stone window caps, sills, buttresses, etc., while the tower, eighty-five feet high, is surmounted by a graceful spire rising to an altitude of one hundred and fifty feet. The entrances to the vestibule of the church, from three large doors on Superior street, are reached by a corresponding number of flights of stone steps. On each end of the vestibule there is a flight of stairs leading up to the gallery, the latter extending around three sides of the church, being supported by heavy clustered columns with richly ornamented capitals, freize, and cornice. The audience room is lighted by large windows of stained glass, upon which are blazoned sacred emblems in accordance with the usages of the church. The nave is arched and supported by the same clustered columns which carry the gallery. The chancel contains a background of heavy carved work, with a canopy projecting over the pulpit. The pulpit is elevated about twelve feet above the floor, and is reached by a staircase from the rear. The main body of the church contains seventy-six pews, seating comfortably 500 persons, while the gallery accommodates 300 more. The edifice cost $27,000. It is built throughout in the Romanesque style of architecture.

ST. JOSEPH'S CATHOLIC CHURCH,

Situated on the corner of Cass street and Chicago avenue, has a front on Cass street of sixty feet by a depth of one hundred feet; built in the Roman basilica style, of pressed brick with cut stone trimmings. The interior is handsomely finished and lighted with stained glass windows, upon which are blazoned sacred emblems in accordance with the usages of the church. The basement is fitted up for a school-room, and the main floor, devoted to church purposes, has an audience room capable of seating 1,000 persons; cost, $65,000.

CHURCH OF THE HOLY FAMILY,

On Twelfth street, near the corner of South May, in the West Division, has a height of one hundred and twelve feet; is two hundred and six feet by one hundred and twenty-five in transept, and one hundred and seventy-eight feet in nave; and cost $120,000. In style it is pure Gothic; in shape, cruciform. The altar is forty feet wide and fifty-seven feet in height, and has cost already over $8,000. The communion railing is an elaborate work, carved from oak; and the same beautiful production decorates the pulpit, and includes exquisitely wrought statuettes of the Evangelists. This church well illustrates what has been termed the "majesty of tall proportions." Unlike the Gothic structures on Wabash avenue, this, both externally and internally, seems not to be weighed downward, but to spring upward. The building itself is high, and the pointed arches within the structure have a lightness, both in their materials and in their form, that is peculiarly pleasing. In materials, this church is cheap, being composed of clay colored brick; but in design, it is, internally, perhaps the most artistic in the city. The church is under the guidance and spiritual direction of the Jesuits, and the clerical duties are performed by six priests, chief of whom is Very Rev. Father Smarius, one of the most eloquent pulpit orators in the United States.

CHURCH OF THE MESSIAH,

(First Unitarian,) corner of Wabash avenue and Hubbard Court, is a beautiful edifice, built of Athens mar-

ble, in the Norman style of architecture, bordering on the Romanesque. The church is entered through a broad central doorway, above which is a large triple window with panes of stained glass of beautiful design. The auditorium is lighted from the ceiling through forty-two dome lights, while in the sides near the ceiling are twelve circular windows, filled with richly stained glass. The walls and ceiling are handsomely frescoed, and, together with the rich wood work overhead, present a most attractive and beautiful interior. The church affords comfortable sittings for seven hundred persons.

PLYMOUTH CHURCH,

(Congregational,) on the corner of Wabash avenue and Eldridge Court, exclusive of buttresses and towers, is one hundred and thirteen feet long by seventy-two wide. Its main front on Wabash avenue and the north side on Eldridge Court are built of Athens marble. The main front is flanked by two towers of marble which rise to a height of one hundred and ten feet. Between these is a large, bold, but massive doorway. On each side of this entrance, and outside of the towers, there is a small door, all three opening into the principal vestibule, and thence connecting with the main story by stairways, and also with the basement which is on a level with the street. The side of the building next to the street is ornamented and strengthened by massive buttresses. The auditorium has sittings for 1,000 people on the main floor. The cost of the church was about $60,000.

NEW ENGLAND CHURCH,

Perhaps the only specimen of pure early Gothic architecture in the city is the New England Congregational Church, on the corner of North Dearborn and White streets, in the North Division. It is built of Athens marble, in the form of a Latin cross. The nave is one hundred and twelve feet in length from east to west, and forty-two feet, or, including the transepts, eighty feet in width—the transepts extending nineteen feet from each side. The height of the interior of the church from the floor to the eaves is twenty-two feet, from the floor to the ridge of the roof, sixty feet, and from the

MARINE BANK.

eaves to the ridge, forty-eight feet. The church is entered on Dearborn street through a very beautiful entrance, each side of which, and the arch above, are elaborately carved and richly ornamented with Gothic devices and tracery. The entrance recedes considerably from the outer wall. Above this is a magnificent three-light window, the arched portion of which contains two large roses and is filled up with trefoils and quatrefoils. It is estimated that the carved stone work of the entrance and window above, with its rich and elaborate ornamentation, cost between $7,000 and $8,000. Entering the nave and on either side of it is a small doorway—that on the north being simple and chaste in design, and that on the south side hooded and more richly carved. In the north transept is a double doorway, divided in the centre by a carved stone column with a richly carved capital. In the compartment above the door and beneath the arch is a six foil window. Above the doorway and lighting the transept is a large rose window, with a radius of seventeen feet, around which on the inner side extends a circle of cinqfoil, making a very beautiful appearance. In the south transept is another rose window, with a radius of sixteen feet and ten inches. The subdivision of these two windows, like those of the larger window over the main entrance, are composed of solid stone work richly carved. The interior of the church is well proportioned and has an open-timbered ceiling. The cost of this magnificent building is $80,000.

TRINITY CHURCH,

(Episcopal,) on Jackson street between Wabash and Michigan avenues, ranks as one of the most prominent and aristocratic churches in the city. Although the principal portion is constructed of brick, the front is of Athens marble, constructed in the Byzantine style of architecture, and presents a beautiful and imposing appearance. Entering through a massive tripartie entrance, which recedes from the vestibule, the spectator is at once struck by the exceeding attractions of the interior. Simple yet chaste in all its appointments and ornamentations, the interior of this church, in point of

beauty, compares most favorably with the interior of any church edifice in this city. The music is now furnished by a choir of boys who chant the anthems and responses in a singularly effective style.

ST. JAMES' CHURCH.

(Episcopal,) on Cass street, corner of Huron, in the North Division, is another aristocratic place of worship. The exterior of the church presents nothing remarkable either in style of finish or style of architecture, but the interior is handsomely and most appropriately designed.

THE CATHEDRAL OF THE HOLY FAMILY,

On North State street, between Huron and Superior streets, is one of the largest size, and numbers an immense congregation.

THE CLARK STREET CHURCH,

(First Methodist Episcopal,) is a novelty among church edifices. Externally it is an elegant business block, erected in the heart of the city, and as such it is rented for stores, offices, etc. The church congregation worship in a spacious audience room on the third floor. The building is erected on a lot donated originally to the church, on the condition that the churgh should be located on the site. Whenever the congregation removes its place of worship, the land is to revert to the heirs of the original owners. The cost of the building was $250,000. A large amount is derived yearly from the rent of the stores on the first floor and the offices on the second floor.

THE TABERNACLE CHURCH,

(Congregational,) on the corner of West Indiana and North Morgan streets, erected in 1865, has a capacity for sitting 1,500 persons. The Church cost $40,000.

FIRST CONGREGATIONAL CHURCH,

On the corner of West Washington and Green streets, cost $40,000, and has sittings for 850 persons.

FIRST PRESBYTERIAN CHURCH,

On Wabash avenue, between Congress and Van Buren streets, is one of the largest churches in Chicago. It is Norman in style and has a very elaborate front, a principal feature of which is its immense and massive doorway. It was erected in 1853 at a cost of $100,000.

ST. PAUL'S CHURCH,

(First Universalist,) on the corner of Wabash avenue and Van Buren street, is one of the finest and most imposing church edifices in the city. It is in the Gothic style of architecture, and has a highly ornate front with a very tall spire. It affords sittings for 1,000 people. The church was erected in 1857, and cost $95,000.

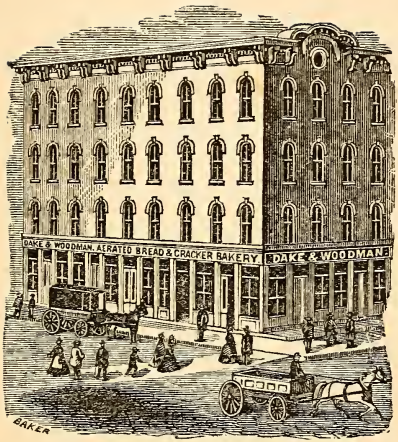
SECOND PRESBYTERIAN CHURCH,

On the corner of Wabash avenue and Washington street, in the very centre of the city, is built of bituminous lime stone. The walls, spotted by the action of the weather, give the edifice a very venerable appearance. In style the building is Gothic. The church was erected in 1851, at a cost of $42,000. It has a capacity to seat 1,350 persons.

THE BISHOP'S CHURCH,

The Episcopal Cathedral of Sts. Peter and Paul, or, as it is properly known, the chapel of Right Rev. Bishop Whitehouse, is located on the corner of West Washington and Peoria streets. The church is of grey, unfinished stone, and is of Gothic style, cruciform. The exterior presents no remarkable features, but the interior, with its peculiarities of decoration, is superb. Bishop Whitehouse once delivered an address in which he spoke of these decorations as follows: "New books lie on the altar and desks. The rich alms basin receives the gathered offerings, and a large amount of polychrome decorations in lettering and diaper circles the windows, cornices the nave and transept, lies in crimson mass around the sedilia and spreads in graceful drapery over chancel wall and ceiling; while, conspicuous in the midst,

is the snow-white memorial font, so exquisite in its form and sculpture. Most of these accessions are necessary, and all of them ministrate directly to the more reverent worship of the sanctuary. The band that girdles the wall carries the name and titles of our Lord. The windows, twenty-eight in number, follow from the advent to St. Andrew's day, the calendar of the church. The emblem in each describes and memorates the gospel fact or the saint, while over it is the text appropriate to the event. Along the corbels of the nave will be the names and insignia of the twelve tribes as sealed in the apocalypse; and low around the chancel the names of the twelve apostles. Thus the church triumphant is united with the church militant in progress, while crowning both are the hundred glorious words in which the divine essence and humanity, the love and providence of our Savior, are concentrated. Every line is meant to teach living truth, to arrest the wandering eye, and to fix it in a spiritual thought, spelt in letters or emblemed in form; to surround the thought and soul with the severest conciousness that 'This is none other than the house of God.'"



BAKERY OF MESSRS. DAKE & WOODMAN,

156 Dearborn street.

LITERARY AND SCIENTIFIC INSTITUTIONS.

There is every reason to believe that very soon the purely literary and scientific institutions of Chicago will be as conspicuous as is now its marvelous material growth. The centre of the commerce of the Mississippi Valley, and destined soon to control the wonderful mineral resources of the far west, Chicago's higher mission is undoubtedly to become a centre of culture and refinement for the whole land. Indeed many of the most prominent merchants and capitalists of the city are already turning their thoughts towards the founding of such institutions as shall carry their names down to the latest posterity as wise and liberal promoters of the arts and sciences.

THE ACADEMY OF SCIENCES.

Among the most prominent of these, is the Chicago Academy of Sciences. This society, inaugurated by a very few of the enthusiastic lovers of science, about eight years ago, has already grown to such proportions that its museum, as a general collection of natural history, ranks sixth and perhaps fifth in the United States, the order being the Smithsonian Institute, the Cambridge, or Agassiz, collection, the Philadelphia Academy of Sciences, the Boston Society of Natural History, the Essex Institute, Salem, Mass., the Chicago Academy of Sciences. The latter has already a collection of at least 40,000 specimens in the various departments of natural science. A large share of these are now in boxes, ready to be arranged on shelves and in cases, as soon as the funds are obtained for furnishing a place for their proper reception. Scientific men from all parts of the country, and in Europe, have indicated a willingness to contribute to the enlargement of the museum as soon as a safe and commodious place for the reception of their donations shall be supplied. The rooms of the society are now in

the upper part of the Metropolitan block, corner of LaSalle and Randolph streets. Here a large number of specimens are neatly arranged and classified, representing a large number of genera in the various branches of natural history.

The membership lists of the society now include about two hundred names. Among these are one hundred and twenty-three life members, many of them the most wealthy business men of the city. From the subscriptions of life members a permanent fund of $50,000 has been raised, the interest of which only is used for the expenses of the society.

It is the design of the society shortly to solicit subscriptions for the purpose of building a proper edifice for the reception of the specimens of natural history. A large lot valued at $12,000, situated in the southern part of the city, immediately north of and adjoining the University of Chicago, has lately been donated to the Academy, on condition that the society shall build upon it and occupy it for the term of ten years. This is a magnificent donation, and it is believed that the liberality of the citizens of Chicago will shortly enable the Academy to erect a suitable building and comply with the provisions of the request.

The society is very largely indebted for its present flourishing condition to Messrs. Robert Kennicott and William Stimpson. The former has spent several years in the arctic regions of North America, in the exclusive pursuits of science, and has enriched the museum with several thousand specimens of the animals of those regions, and other portions of North America. Dr. Stimpson has made large collections of invertebrate animals, taken from the seas and oceans of various parts of the world.

The museum contains a large number of curiosities, among which are an American swan, obtained from the Mississippi; a pelican taken by George Walker, near Chicago; and about a dozen birds that have never been described by any ornithologist. Engravings of the latter are now being made by the celebrated bird engraver, John Cassin, of Philadelphia.

In the early part of 1864, several prominent citizens

of Chicago, desirous of taking advantage of so auspicious an opportunity for founding a great scientific museum in this city, held an informal meeting, when it was resolved that funds should be raised to provide further accommodations for the collections offered by the Smithsonian Institute. A large amount of money was subscribed, and, as a scientific association already existed in the city, it was decided that each subscriber, on payment of the sum of $500, should be constituted a life-member of the Chicago Academy of Sciences. These changes required a reorganization of the society, and the vesting of its property in a board of trustees. Accordingly, in the winter of 1865, an act of incorporation was obtained from the Legislature of Illinois.

During the years 1864 and 1865 a large number of specimens was received from the Smithsonian Institute, under the supervision of Mr. Kennicott, who had been appointed director of the museum. The collections were temporarily deposited in rooms in the Metropolitan block, corner of LaSalle and Randolph streets, and displayed as far as the accommodations will allow. Here are now collected nearly 40,000 specimens in the various departments of natural history, making the Chicago Academy of Sciences at least sixth, if not fifth in the United States, in the number of its specimens. Collections are now coming in much more rapidly than they can be classified, and to include all the specimens now in possession of the society, at least 10,000 specimens must be added to those just published.

Mr. Robert Kennicott is now absent from the city, engaged with the Overland Telegraph expedition, in surveying a route for the line from the United States to Behring's Straits. It is expected that on his return large accessions will be made to the museum from those little-known northern regions. During Mr. Kennicott's absence, the charge of the museum has devolved upon Dr. William Stimpson, secretary of the association. Dr. Stimpson has been for many years connected with the Smithsonian Institute, in charge of the invertebate department, and the collections resulting from his numerous explorations in various parts of the world have all been deposited in the Smithsonian Institute. Full series of

those collections will be presented to the Academy, so that the museum will soon become rich in marine invertebrates. There is yet a large amount of material remaining in the Smithsonian Institute awaiting removal, which will take place as soon as the academy shall have conveniences for taking care of it. Aside from this source of supply, donations from private individuals are constantly coming in, and important exchanges with European institutions are in progress, under the supervision of the secretary.

THE HISTORICAL SOCIETY.

The Chicago Historical Society possesses one of the finest historical collections in the United States. Its membership lists include many of the wealthiest, most prominent, and most influential citizens of Chicago, who feel a zealous pride in laboring to increase the society's usefulness and prominence in archæological or antiquarian science. The society's collection includes, beside an extensive library of the works of general literature in different languages, a very large number of old and curious works, valuable on account of their exceeding rarity; manuscript letters, documents, and correspondence; pamphlets, files of magazines and serials; beside an innumerable catalogue of charts, maps, prints, medals, coins, engravings, photographs, etc., etc.—the whole forming a rich and important contribution to the cause of historical research. Some of the letters and documents in manuscript will be invaluable to the future historian of the Northwest, for they are in many cases the sole existing proof of occurrences in the early frontier history of this territory that are now only treasured in the traditions of oldest inhabitants. It is proposed, at an early day, to arrange and publish these valuable documentary *reliques* in suitable shape and style. The whole will be edited by Rev. William Barry, who for many years has been the efficient and well-known secretary of the society. The society's collection was classified as follows, in the secretary's annual report for 1864: Bound volumes, 13,302; unbound books and pamphlets, 57,874; old and rare newspapers, 356; files of newspapers, 1,169; files of serials, 1,814; maps and charts, 1,122; prints and

photographs, 181; cabinet contributions, 97; miscellaneous collections, 120; total, 80,792. In the number of unbound books and pamphlets, the society's collection is exceeded by only two institutions in the United States. The present location of the society's rooms is in the Newberry block, on the corner of Kinzie and North Wells streets, in the North Division; but early in 1867 the society will remove to its own property, a new and splendid fire-proof building, on the northwest corner of Ontario and Dearborn streets.

THE LAW INSTITUTE,

Whose rooms are located in the third story of the Court House, has one of the finest law libraries in the United States. Its collection numbers upwards of 7,000 volumes, and includes complete sets of all the English and American reports. The Institute was incorporated in April, 1857. The terms of admission to membership are twenty-five dollars in cash, and twenty-five dollars paid annually until one hundred dollars shall have been subscribed, which entitles the member to one share of stock and a transferable certificate.

THE YOUNG MEN'S LIBRARY.

Chicago, in her rapid advancement, has not altogether overlooked the advantages accruing from libraries. Those of many of her citizens are among the most valuable and extensive private collections in the country, and, in addition, she has that of the Law Institute. Those of her institutions of learning are fully equal to their prosperity. The library of the Historical Society is a very valuable and extensive collection. The next in prominence is that of the Young Men's Association, in Portland Block, on the corner of Washington and Dearborn streets. The present number of volumes in the library is upwards of 10,000. A considerable income is derived annually from membership fees and the receipts of public lectures. A movement is in progress looking to the accumulation of a building fund and the erection of an elegant and substantial edifice which shall supply all the future needs of the association. At the rooms of

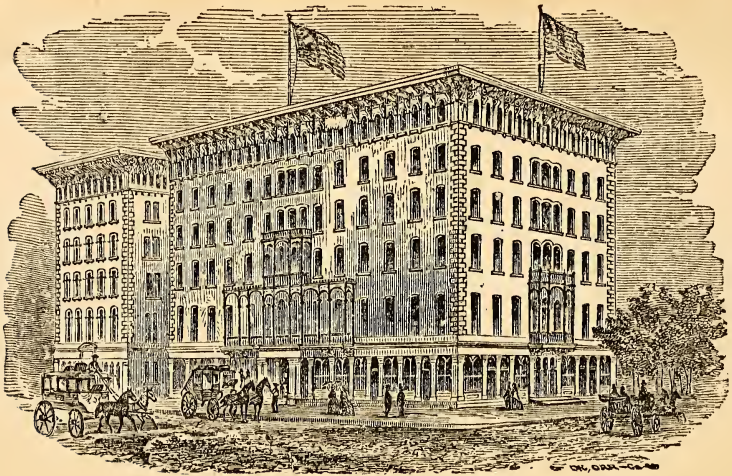
the library may be found the latest files of all home and foreign newspapers, magazines, and reviews.

ELEGANT PRIVATE RESIDENCES.

In comparison with other places of its size, without regard to its age, Chicago is unexcelled by the number, elegance and costliness of its private residences. It must be apparent to the most casual observer, that there are two general opinions in existence with reference to the architecture of this city, namely: that there is no such thing in Chicago; and that there is no such thing any where outside of Chicago. The former, it is scarcely necessary to add, is the belief of those who have heard of Chicago as a place which has grown from a trading post to a great city within a very few years; while the other is the conclusion of those who, living in this city, think there is no other place in the world but Chicago. Just now, Chicago is in a transition state. It is rapidly passing from a condition of bottomless mud to Nicolson pavement; and from the era of wooden shanties to permanent and costly buildings. It is now undergoing a change, and is gradually expanding outward and upward and is hardening into brick and marble. This hardening process, commencing only a few years back, has extended away in every direction until the march of improvement has driven the flimsy wooden structures well into the suburbs.

THE WEST DIVISION.

In the preceding pages we have exhibited the progress of Chicago in the wealth of public improvements, and we now append a few brief notices of some of the elegant private residences of the city. The list is headed with the residence of Peter Schuttler, because it is the most costly structure of the kind, not merely in Chicago, but, with few exceptions, in the United States. It is located on the corner of Adams and Aberdeen streets, in



RICHMOND HOUSE,

CORNER MICHIGAN AVENUE AND SOUTH WATER STREETS.

the West Division, and with grounds, occupies one quarter of the entire square. It is Norman in style, is built of brick, and cost $200,000. Its grounds are spacious and enclosed with a light iron fence; and these grounds, so far as their area will permit, are handsomely laid out with winding walks and shrubbery, and planted with a great variety of shade and flowering vegetation. The house is lavishly supplied with porticos, balconies, vestibules, cornices, and towers. But this excess of decoration on the exterior is even surpassed by that within. The doors are of fabulous richness, the frescoes are in marvelous profusion; in short, all the interior decorations are are of the most palatial character.

The residence of Robert H. Foss, on the corner of Monroe and Throop streets, facing Jefferson Park, in the West Division, is a spacious and beautiful structure.

The residence of T. M. Avery, on the northwest corner of Washington and Sangamon streets, is a very commodious structure of the Norman style, very artistically divided so as to afford variety, surrounded by tastefully arranged grounds.

In the "Kentucky quarter," a few squares south of Madison, on Reuben street, are several handsome brick residences, in which the Norman style prevails and which, being complete structures, are very creditable. Here reside Messrs. Isaac R. Diller, H. H. Honore, and other well known citizens.

Mr. H. Z. Culver's residence on Washington street, just west of Elizabeth street, is a very large and expensive structure, and in the block just east are several handsome homes built of Athens marble. In fact, along the whole length of Washington, from Carpenter street to Union Park, are located some of the most picturesque and elegant private residences of Chicago. West of the park, too, on Park avenue, Warren and other streets, may be seen very costly and handsome homes in great number and variety. Monroe street, also, and portions of Adams street, as well, present many neat. substantial and picturesque dwellings, many of them prettily embowered in a refreshing luxuriance of shade and blossom. But here and there, scattered all over the West Divis-

ion, may be seen other residences, the homes of successful business men, who have made their fortunes by the growth of the city, which rival, in point of beauty, elegance, and cost, the finest residences of other cities.

THE NORTH DIVISION

Contains the houses of the oldest residents, and is the seat of the real aristocracy of the city. On Rush, North Dearborn, Erie, Ontario, Huron, and Pine streets, are some of the finest residences in the city. When we say finest, we mean not the most costly, but the most pleasant and possessed of the most features calculated to please a refined taste. There are not in the North Division so many marble fronts as in the West and South Divisions; but there are a great many more complete structures—that is, buildings not with one expensive wall for the street and anything for the sides and back; but edifices alike on all sides, and standing alone in grounds of exceeding richness and variety. Many of these residences are, like the houses of Cambridge, Mass., surrounded by spacious and beautiful grounds filled with a profusion of stately shade trees. We may mention particularly the houses of William B. Ogden, No. 321 Ontario street; E. B. McCagg, on North Clark street, between Chestnut and McCagg places; M. D. Ogden, corner of North Dearborn street and Lafayette place; Julian S. Rumsey, No. 313 Huron street; and Walter L. Newberry, No. 93 Rush street.

THE SOUTH DIVISION.

So far as lavish display is concerned, the South Side, in some portions, has no rival in Chicago, and perhaps not outside of New York. In richness of exterior, Wabash and Michigan avenues already rival in their location and marble fronts and expensive ornamentation the finest streets in the world. It would be invidious in the case of either of these streets to attempt to particularize cases of superiority. There are, of course, houses which are much superior to others; but in the cases of both these avenues palatial dwellings are the rule, and poor, mean ones the exception. We may, however,

mention Michigan Terrace—a row of half a dozen or more five-story, marble-fronts, elaborately ornamented buildings—as being the most showy, and, in mere appearance, the most magnificent collection of buildings in the city. They offer precisely the residence desired by people of vast means, and whose desire for display exceeds their taste; and yet on both sides of this expensive collection are a good many less costly houses, which nestle delightfully among green trees and rare shrubbery, and which would be infinitely preferred by the man of high cultivation. These lofty fronts, coming squarely to the sidewalks, have a glittering, heartless appearance, that stamps them as apt representatives of fashion. They have display, richness, a sort of stern, unpitying grandeur, but no warmth, no geniality.

There is in buildings a species of human-like attributes that attract or repel the observer, precisely as do similar qualities in mankind. Some are cold, like this Michigan Terrace; others shrink modestly away from the street, and hide themselves among green foliage, through which the world catches ravishing glimpses, as Actæon did of the white, rounded form of Diana, and her attendants, through the interlacing branches that screened the fountain. Some smile on us through their chaste decorations, and others frown on us from their plain severity. From some, light, airy forms peep out from window, doorway, and cornice, and beckon to us invitingly; but from others come repelling warnings from the unbroken angles of great walls and the heavy shadows of square projections.

Judging the character of Michigan and Wabash avenues by these higher standards, we find much to prefer in the last named. Many trees line both sides of the latter, and through their green depths the sunlight is chastened and softened before it strikes the marble walls, and its reflected rays greet the eye with a mellow radiance. At night the soft moonbeams lay upon these walls a fairy covering of tremulous shadows and quivering light, that softens their asperities and brings out all their gentle and attractive qualities. When the midsummer sun flashes a fierce heat and an intolerable glare from the marble fronts of Michigan avenue, there lie long,

deep, refreshing masses of shade along its sister street. When the former parches and glares in the noonday heat, the latter is wrapped in a mantle woven from cool shadows.

Simply stating that beautiful residences extend south along the lake to Cottage Grove and Hyde Park, and that the groves surrounding the last two points offer a thousand artistic inducements for the erection of dwellings, we will close this part of this article, and conclude the whole by a hasty look at

THE FUTURE OF CHICAGO.

Chicago has much to do before it becomes finished, or anything approaching finished, in its character. There are miles of wooden houses of the meanest kind that must be removed, and their place supplied by substantial brick or stone, and there are leagues of wretched, bottomless streets that must be filled, graded, and paved, before Chicago obtains a character for permanent and complete architecture.

But, despite all that there is to do, what has already been done is a matter of substantial gratification. The energy and enterprise of its citizens have already placed Chicago in the van of cities thrice its age; and, therefore, when our people reflect upon the miracles they have accomplished within so short a time, they will not become discouraged at what is before them. The best guarantee of our future is to be found in our past and present; what has been done will be done again and again, until Chicago becomes as changed as was Rome under the rule of Augustus.

To make these transformations the exponents of refined taste as well as of the substantial character of the growth of Chicago, we need an elevation, a purification of our architecture. It costs no more, in fact it usually costs less, to construct buildings in obedience to the demands of a perfect architecture than to erect the tasteless imitations and abortions which make up the bulk of our public and private buildings. The means by which this end is to be attained have already been abundantly indicated in this article.

Among other things needed at once, is the planting of

shade trees along our walks, and the filling with plants the squares owned by the city and intended for parks. Nothing adds so much to the health, the beauty, the comfort of a city, as an abundance of shade and of parks. The cool promenades of the latter invite the presence of thousands, who, in their absence, lounge away their spare time at drinking shops; or, ennuied, restless, with no place to go, they engage in disreputable amusements to while away the heavy hours of their Sundays and nights of leisure.

A thing which would add vastly to the beauty of Chicago, would be the filling up of the unsightly vacancy now existing between Michigan avenue and the railroad piers that cross an inward sweep of the lake. Once filled, this would form one of the finest esplanades in the world. Fanned by the humid winds of the lake, and contrasting its green foliage with the white marble of Michigan avenue, it would make the water approaches of Chicago as beautiful as the twin crescents on either side of Capodimonte, that smile upon the traveler who approaches Naples along her beautiful bay.

HOTELS.

SHERMAN HOUSE.

Prominent among the first-class hotels of the United States is the Sherman House, of Chicago, which is justly celebrated among the traveling public as one of the finest stopping places in the country. It is an immense building, fronting the public square, on the corner of Clark and Randolph streets, in the most central part of the city. Its stately proportions and beautiful style of architecture make the Sherman House one of the city's proudest ornaments. The building, built of Athens marble, was erected in 1860, at a cost of $400,000. It has a front on Clark street of one hundred and eighty feet; while the Randolph street front faces the Court House for a breadth of one hundred and sixty feet.

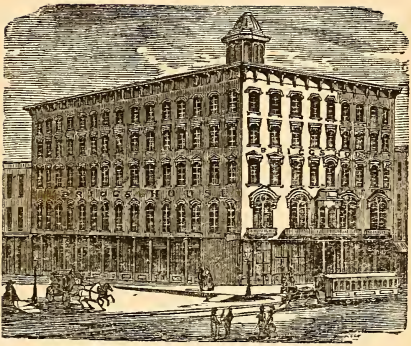
Around the entire second story a spacious balcony overlooks the busy scenes below; and sitting here the visitor gains an exact and faithful idea of the immense trade and business of the city, which, as it were, pass in review before him. The interior of the hotel is finished in a style of magnificence nowhere excelled. The ladies' parlors, gentlemen's parlors, reception rooms, writing and reading rooms, all open upon a broad and beautiful tesselated corridor running on the second floor the whole length of the building. The dining rooms are on the same floor, and are both spacious and elegant. The entire house is furnished with every improvement and appointment that taste and wealth could dictate. An elevator, raised and lowered by steam, carries the guest up or down stairs without the fatigue of climbing or descending long flights of stairway. All the rooms in the house are richly furnished, and in every respect the Sherman House fulfils every possible expectation of the traveler.

TREMONT HOUSE.

Fully equaling the Sherman House in all its conveniences for the accommodation of travelers, the Tremont House, the oldest and best-established of all the hotels in the city, fully sustains the enviable reputation it has always borne among the traveling public. It is most conveniently and pleasantly located in the very heart of the city, on the corner of Lake and Dearborn streets. Facing, as it does, Lake street, the Broadway of Chicago, where are located all the finest wholesale and retail stores in the city, the Tremont presents unequaled claims for patronage. It has unrivalled accommodations for guests. The house is handsomely furnished, and everything is in a style befitting a hotel so widely celebrated for the excellence of its cuisine, the striking ability with which it is managed and sustained, and the completeness of all its arrangements for the perfect accommodation of guests.

BRIGGS HOUSE,

On the corner of Randolph and Wells streets, is a splendid first-class hotel, lately raised to grade, and thoroughly renovated and refurnished from basement to attic. The



BRIGGS HOUSE,

Corner of Wells and Randolph streets.

arrangement is admirable; the seats are handsomely furnished, are easy and comfortable, and afford an excellent view of the stage, which is of immense size, allowing the production of the greatest spectacle on a scale of magnitude and magnificence no where excelled. The dramatic entertainments at this theatre are always of a high order of merit. Reserved seats may be obtained at any of the principal hotels.

COL. WOOD'S MUSEUM,

Occupies a handsome four-story marble-front building on Randolph street, between Clark and Dearborn streets. The Museum is entered by a spacious staircase ascending directly from the street. It is divided into several large halls on the second, third, and fourth floors, filled with an immense number of curiosities of every description; galleries containing paintings, statuary, and works of art; an extensive ornithological collection—one of the most valuable in the United States; a cabinet of minerals and shells, besides numerous other objects of interest and wonder. The specimens of birds and quadrupeds in the department of natural history, for variety, beauty, and faithfulness to nature, challenge comparison with any other in the world. But the greatest curiosity in the Museum is the great *Zeuglodon*, the largest and most wonderful fossil ever discovered. This wonderful relic of antediluvian times was discovered in 1848, in a lonely worn-out field in Alabama, near the line of Washington and Choctaw counties. It was removed from thence (partly enclosed in the rock in which it was found) to Dresden, in Saxony, where it was articulated in its present form, after eight months' labor, by distinguished naturalists. After its return to this country, it was purchased by Col. Wood, for this Museum. It was an amphibious animal, bearing some resemblance to the whale, the alligator, and the serpent. It was carnivorous, and is supposed to have struck its prey with its tail. Only a single other skeleton of this wonderful fossil, and that inferior to this one, is now known to exist. It is owned by the King of Prussia, who gladly paid for it the sum of 20,000 thalers. The Zeuglodon surpasses in size all other fossil remains of extinct animals yet

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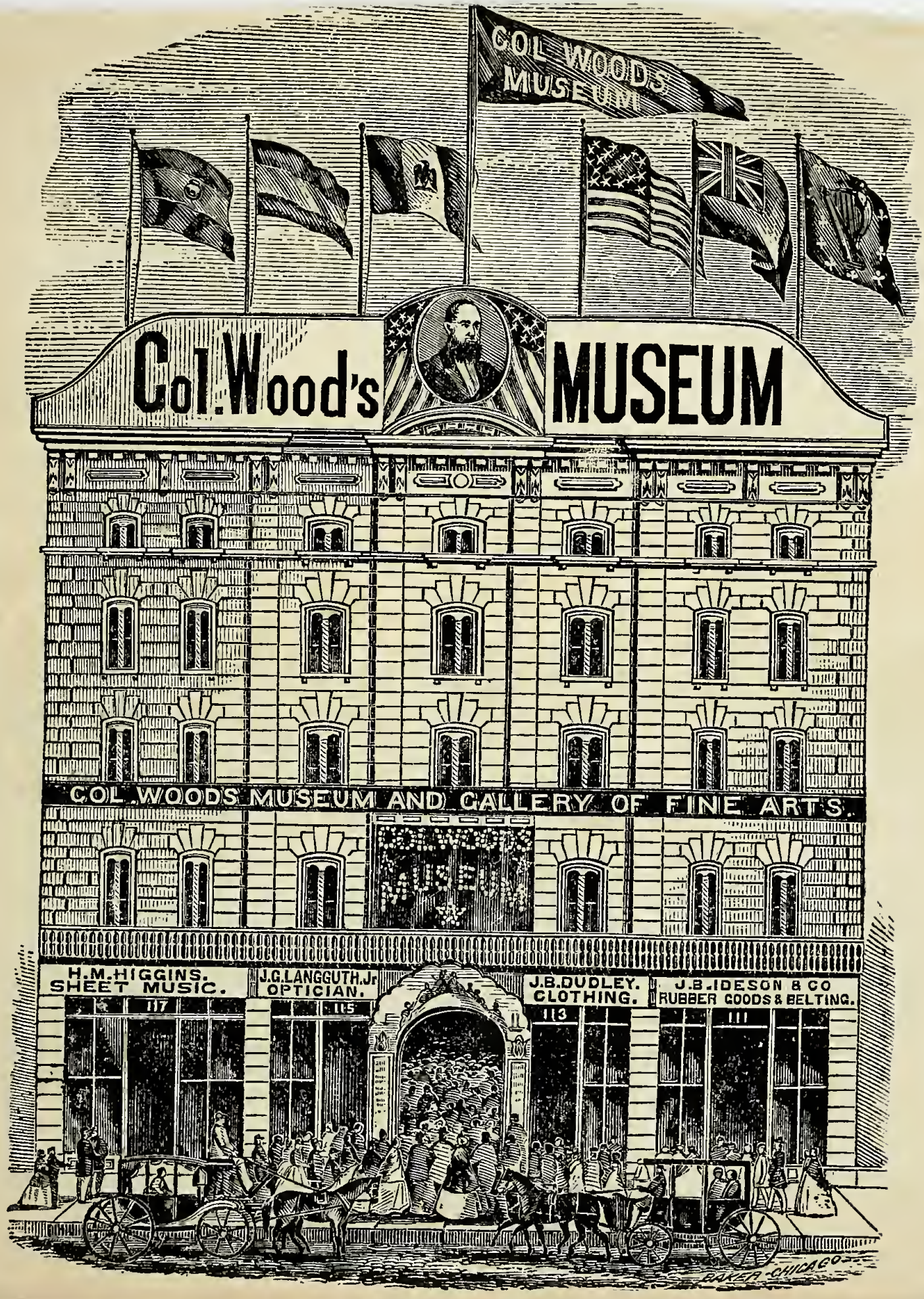

COL. WOODS MUSEUM
Col. Wood's MUSEUM
COL. WOODS MUSEUM AND GALLERY OF FINE ARTS.
H.M. HIGGINS. SHEET MUSIC.
117
J.G. LANGGUTH Jr OPTICIAN.
115
J.B. DUDLEY. CLOTHING.
113
J.B. IDESON & CO RUBBER GOODS & BELTING.
111
BAKER - CHICAGO

discovered. The Mastodon attracted great attention when first discovered, and was for years the wonder of the world. Its length was only twenty feet, while the *Zeuglodon measures ninety-six feet.*

In connection with the Museum is the Lecture-Room, where dramatic performances every night, and matinées every Wednesday and Saturday afternoons, are given by an excellent stock company. The members of this company are distinguished for their excellences, and it may truly be said that their performances are among the most enjoyable and entertaining given at any place of amusement in the country. Reserved seats for the Lecture-Room may be obtained at any of the first-class hotels.

THE RINK,

Corner of Wabash avenue and Jackson street, has of late been established, but is already very popular. In the summer season it is devoted to parlor skating, and during the winter months it is daily and nightly thronged with people of the better class, drawn hither by the ever-fascinating attraction of skating.

THE ACADEMY OF MUSIC,

On Washington street, between Clark and Dearborn, is occupied during the winter months by a superior company of minstrels, whose delineations of the Ethiopian character make this one of the best places to "while away a leisure hour."

THE GERMAN THEATRE,

Corner of North Wells and Indiana streets, in the North Division, is the favorite evening resort of the German citizens of Chicago. The performances are in German.

TURNER HALL,

The largest public hall in the city, on North Clark street, near Chicago avenue, is a favorite place of amusement. Orchestral entertainments of a high order of excellence are given on Sunday evenings in the summer season, and on Sunday afternoons during the winter, by the Great Western Light Guard Band. The

place is much frequented by the Germans of Chicago; but the entertainments are patronized no less by Americans, who here find a pleasant place to spend the afternoon or evening.

OLD BOARD OF TRADE HALL.

Sunday musical entertainments are also given by the Union Light Guard Band at the Old Board of Trade Hall, corner of South Water and Wells streets.

CHARITABLE INSTITUTIONS.

THE MAGDALEN ASYLUM

Is situated on the corner of North Market and Hill streets, in the North Division. This praiseworthy institution, as its name indicates, has been established for the recovery of fallen and distressed females. It is under the auspices of the Sisters of the Good Shepherd, by whom it is sustained and managed. It was founded in 1858, and eight years of probation have proved that it did not fall short of the views of its designers, and that it is quite indispensable among the charitable establishments of the city. The situation could not be more eligible. It is easily approached by the class of persons for whom it was intended to provide, while at the same time it is sufficiently retired to facilitate the order and management of the institution. Right Rev. Bishop Duggan purchased a half block of ground, worth $15,000, for the purpose of establishing the asylum, and by the co-operation of the charitable friends of the project the present building was erected, at an expense of $10,000. Several improvements have been since made, as circumstances required and means would permit, so that the institution is in possession of not less than $30,000 worth of property.

The half block on which the Magdalen Asylum is situated has been found to be too small a space for the proper management of all its departments, and does not

afford that seclusion which is so indispensable in an institution of this character; hence it is proposed to purchase the ground to the west, lying along Sedgwick street, which will cost about $9,000, and erect a building to cost say $25,000 for the Magdalen Asylum proper, and leave the present edifice for the girls' industrial and reform school.

THE OLD LADIES' HOME,

One of the noblest public charities of the city, is located in a building owned by the association on Indiana avenue between Twenty-sixth and Twenty-seventh streets. In this establishment, through the kindness and energy of many of their own sex, many old ladies who would, as years increase upon them, have to look to a cold world for charity, here find a home in their old age.

THE PROTESTANT ORPHAN ASYLUM,

One of the oldest public charities of the city, is located in a fine and commodious building of pressed brick on Michigan avenue, corner of Twenty-second street. It has accommodations for four hundred inmates, and is generally filled with homeless girls and boys of tender age, who are kindly cared for by the ladies in charge. When the building was first erected, several years ago, one of the chief objections to its location was *its distance from the city!* Now, however, it is surrounded with private residences which extend even a mile further south. The rise of property consequent upon this rapid settlement has made the asylum the possessor of one of the most valuable sites ever held by an institution of charity.

THE ERRING WOMAN'S REFUGE,

Located on Indiana avenue, a short distance below Twenty-fifth street, is a retired home for penitent females, who have been reclaimed from lives of vice and misery. The institution is under the auspices of an association of Protestant ladies, and, in a quiet and unostentatious manner, is accomplishing an untold amount of good.

THE CATHOLIC ASYLUM FOR BOYS,

A very worthy institution, under the charge of the Christian Brothers, is situated on Archer road, in Bridgeport. It is a home and reformatory for neglected children. The asylum, by its charter, becomes the legal guardian of all such children as may be committed to it by the voluntary act of parents, or by the precept of a police magistrate. The children, during their stay in the asylum, are taught various industrial pursuits, besides being instructed in all the branches of a common school education.

THE WASHINGTON HOME.

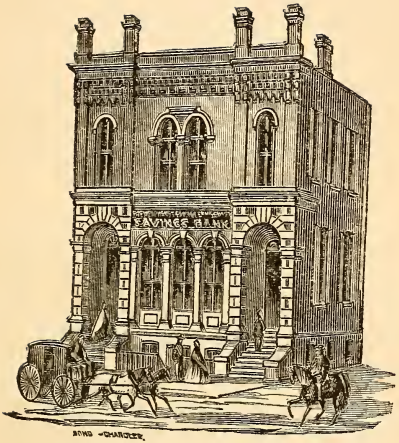
This institution, located on Madison street, opposite Union Park, in the West Division, was established for the purpose of providing a retreat for inebriates, who are here aided in the work of reformation. The funds for its support are derived from the sums received from inmates for board and attendance; but liberal donations for its maintenance are annually made by the public spirited and charitable citizens of Chicago. It is a noble charity, is well sustained, and is doing a vast deal of good.

HOME FOR THE FRIENDLESS.

One of the most beneficial, as it is one of the most prominent public charities of Chicago, is the Home for the Friendless. Although it is supported entirely by voluntary contributions, a large sum is expended annually for the comfort and protection of the homeless and friendless. The institution occupies a three story brick building of its own on a spacious lot at No. 911 Wabash avenue. The average number of inmates is one hundred and fifty. Since its establishment, more than fifteen hundred persons, mostly children, have been received and provided with homes in charitable families.

CATHOLIC ASYLUMS.

St. Joseph's Male Orphan Asylum, corner of North State and Superior streets, in the North Division, is a well conducted institution under the charitable care of the Sisters of Mercy.



MERCHANTS', FARMERS' AND MECHANICS' SAVINGS BANK,
No. 13 Clark street.

St. Mary's Female Orphan Asylum, at the same location, and also under the care of the Sisters of Mercy, has in charge a large number of orphan girls.

THE REFORM SCHOOL.

This institution is managed and sustained by the city, but is more immediately under the control of the Board of Guardians, selected by the Common Council. It is located near the lake shore, five and a half miles from the Court House, on the road to Hyde Park. Belonging to the institution are several acres of ground which is kept under cultivation by the boys confined in the place. The buildings are large and commodious, and the system of correction and discipline is thorough, and, in the case of refractory inmates, severe. The boys have the benefit of school instruction, and are trained to useful trades and occupations.

THE SOLDIERS' HOME.

The Soldiers' Home at Cottage Grove is a large four story brick building, not extremely beautiful in its external appearance, but having about its exterior an air of comfort such as one is not apt to look for in such an institution. It occupies the corner of Douglas place and Lake avenue, and fronts the north, looking towards the city. The building is entered by a flight of stone steps, and the door opens into a hall which divides the first floor into two parts.

On the west side of the hall is the parlor, which is plainly but neatly furnished. Further on on the same side are the Superintendent's room and the linen room. On the other side of the hall is a large room, sufficiently capacious to contain a dozen inmates, which is entirely devoted to the use of cripples, who are unable to get up and down stairs. It is therefore denominated the cripples' room. It is arranged with beds, baths and closets, carpeted neatly, and its walls are decorated with pictures. Its front windows look out upon the grave where the remains of the great Douglas repose; and the east windows present an almost unlimited view of the lake. The prospect from this room is extremely delightful. Beyond the cripples' room, on the same floor,

is a long porch, where the soldiers sit and enjoy the invigorating lake breezes and spend the time in conversation, reading, or some simple amusement.

The second floor contains five rooms, each sufficiently large to accommodate four men; besides these there are the doctor's room, the dispensary, the baths and water closets.

The third floor has three large rooms, one for blind inmates, which contains fifteen persons at the present time; the other two are occupied by young soldiers, who are now studying either in commercial colleges or the Chicago University, endeavoring to fit themselves for self-support. There are twenty of these students at present in the Home.

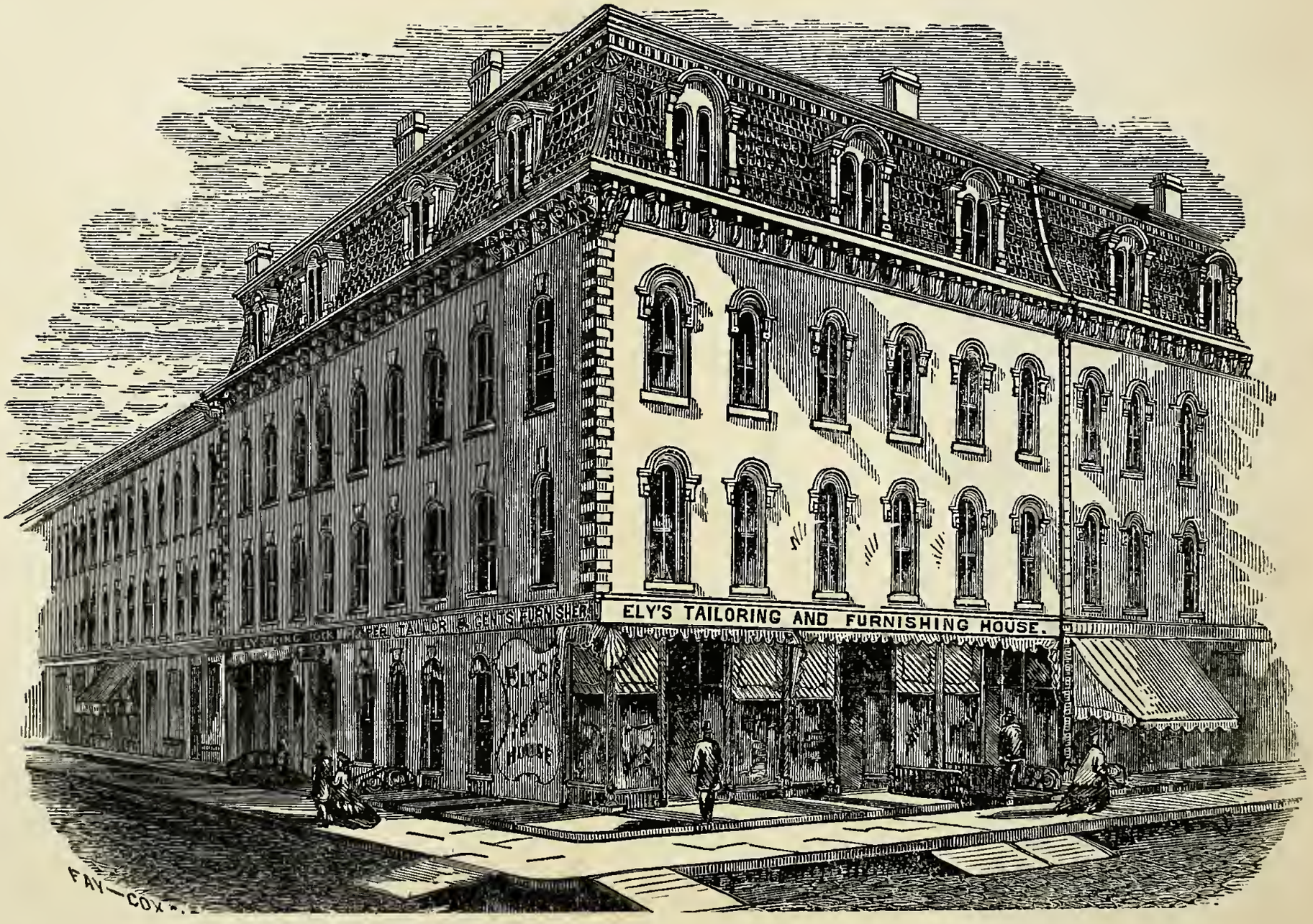
On the fourth floor is a large hall appropriately furnished and decorated, which is to be used for a Good Templars' lodge. This hall is forty-five feet long by twenty wide; it is designed to promote the cause of temperance among the inmates. Besides this hall, there is another room capable of accommodating ten persons. Above this floor is an attic, which is used as a store-room. Adjoining the new building is the old one, whose floors are on the same level, and the rooms are so joined as to form with the new part, one and the same building. The first floor contains but one room, used as a library and reading room.

On the floors above are sick and cripple wards, capable of containing from twenty to twenty-five patients.

The dining room and kitchen are located in the basement of the new building, and are models of convenience. The dining room is large, and capable of seating nearly one hundred persons at once.

The Home now contains ninety-five inmates, and is capable of accommodating one hundred and twenty-five.

Everything within the Home presented a truly home-like appearance. The floors were carpeted or covered with matting or oil-cloth. The inmates appeared perfectly satisfied and really happy. They hobble around the premises on crutches and canes, or sit contentedly on the porch, looking upon the exquisite beauty of the



EXTERIOR VIEW OF ELY'S FURNISHING HOUSE,

Corner of Washington and Dearborn Streets.

INTERIOR OF ELY'S FURNISHING HOUSE.

surrounding scenery, some, perhaps, busy with the past, and reflecting upon scenes fast fading into the long ago, but contentment seems written upon every face.

The ladies have collected in various ways the sum of $170,000 for the Home, since its organization in 1863. The total expenditures for the first year were $12,599.22. During the past two years the expenditures have been, respectively, $45,753.83 and $58,315.05. The new building, just completed, has cost $30,503.67. There is at present on hand the sum of $40,000 in United States securities. Besides the $40,000, there are about $1,200 in cash in bank. There has been received also from another source $1,000, leaving a balance of $22,000. The expenses of the institute are $1,500 per month, and great care is taken to expend as little money as possible. The Sanitary Fair has given to the Soldiers' Home thus far $83,000, and there are prospects that perhaps a little more may be derived from that source.

HOSPITALS.

COOK COUNTY HOSPITAL.

Located in a commodious and elegant brick building, four stories high, on Arnold street, between Eighteenth and Nineteenth streets.

MERCY HOSPITAL.

Under the direction of the Sisters of Mercy, located on Calumet avenue, between Twenty-fifth and Twenty-sixth streets.

ST. LUKE'S FREE HOSPITAL.

This is under the immediate auspices of the Protestant Episcopal congregations of the city, by whose influence a charter was obtained from the legislature and funds obtained to place it on a permanent basis. It occupies the beautiful brick edifice at No. 669 State street, which was once the elegant abode of Kate Howard, a notorious demirep of Chicago.

THE HOSPITAL FOR WOMEN AND CHILDREN.

In the North Division.

THE SMALL POX HOSPITAL.

This institution, under the charge of the Municipal Board of Health, occupies a beautiful site in a spacious building on North avenue, between North State street and Lake Michigan.

THE UNITED STATES MARINE HOSPITAL,

The three story brick edifice on Michigan avenue, between the Chicago river and South Water street, is near the spot where formerly stood Fort Dearborn, around which cluster the earliest reminiscences of the Garden City. The hospital was for a long time in successful operation, but in 1865 the government ordered its discontinuance, and the building has been sold for commercial purposes.

Under the head of hospitals should be mentioned, also,

THE DISPENSARIES,

Which are institutions for affording gratuitous medical treatment to indigent patients.

THE CHICAGO CITY DISPENSARY,

Located on State street, two doors north of Twenty-fourth street, is in immediate connection with the Chicago Medical College.

CHARITY DISPENSARY,

At Rush Medical College on North Dearborn street. Patients are prescribed for without charge, and when unable to come to the Dispensary are visited at their homes. It is open every day from 3 to 4 P. M.

HAHNEMANN COLLEGE DISPENSARY,

Open each day, at No 168 South Clark street, for the medical and surgical treatment of the sick poor.

THE CHICAGO CHARITABLE EYE AND EAR DISPENSARY.

The Dispensary of this Infirmary, No. 16 East Pearson street, is open daily from 2 to 3 P. M., for the gratuitous treatment of the poor, who are afflicted with diseases of the eye.

SAVINGS BANKS.

The first Savings Bank in the city was established in 1857. These institutions have always maintained a high credit through all the vicissitudes of "wild-cat" and war times, which caused so many private banking-houses to succumb, and so completely revolutionized the banking system of the country. We give a view of the building occupied by the Merchants', Farmers' and Mechanics' Savings Bank, No. 13 Clark street. This institution was chartered in 1861, and in 1864 removed to its present very appropriate and convenient edifice. The business of the bank is confined exclusively to the care of savings deposits, no commercial banking business of any kind being transacted. The institution is in a highly flourishing condition and is deservedly popular. Interest is allowed on sums of five dollars and upwards, and is paid semi-annually, on the first day of January and the first day of July. The system of keeping accounts and receiving and paying money, and also as to the investment of the same, is similar to that so long and so successfully pursued by the best savings banks in New York and New England. A peculiar and popular feature of this bank is, that married women and minors are allowed to deposit funds in their own name, thus placing them beyond the reach of husbands, parents, or guardians. In the charter of this bank there is a provision for the accumulation of a safety fund, and it is said there is in contemplation a project to use this fund for investment in mortgages on residence property in the city, to be used as comfortable homes for workingmen, artisans, and clerks, who deposit their savings in the institution.

NOTABLE STORES.

The stores of Chicago are widely known, on account of the beauty and splendor of their architectural appearance.

Of these, the magnificent block of Smith & Nixon, occupying nearly the entire square on the southwest corner of Clark and Washington streets, is deserving of especial mention. This is one of the finest business blocks in the entire city. The piano-room of Messrs. Smith & Nixon is the largest and finest in the country, and is well worth a visit. Here, too, is the establishment of Messrs. Lyon & Healy, agents for the celebrated Burdett cottage organ and dealers in every variety of musical instruments. They have the control of the manufactory of this instrument, on the corner of Sedgwick street and Chicago avenue, which is capable of turning out from twenty-five to thirty instruments a week, of the finest quality, and gives employment to seventy-five hands.

The four buildings of the western institution of Eastman National Business College, one of which forms a portion of Smith & Nixon's block, another situated on the corner of La Salle and Randolph streets, a third opposite, on Randolph street, and the fourth on the corner of Clark and Monroe streets, will attract the attention of the visitor to Chicago. This institution is in the most flourishing condition, and during the season of 1865-66 had a regular attendance of upwards of 1,500 pupils. Its faculty is constituted of able and experienced instructors, and the reputation of the institution is constantly increasing by reason of the thorough and systematic course of study to which it adheres.

On the northwest corner of Dearborn and Washington streets is situated the large and elegant brick block occupied by Ely's furnishing house. This is one of the most extensive business houses in the city, and the superior quality of the stock which is here constantly on hand brings to its enterprising head an immense patronage.

TREMONT HOUSE,

Corner of Lake and Dearborn streets.

At No. 122 Dearborn street is the picture store and fine art emporium of Mr. M. O'Brien. The most elegant works of art are here to be seen in endless variety and in every style.

On the corner of Dearborn street, facing the north entrance of the post office, is the retail establishment of Messrs. Dake & Woodman, the well-known bakers, and manufacturers of the celebrated aerated bread. Their manufactory is in the rear of McVicker's theatre, where is supplied the immense trade of the house, which is in constant receipt of orders from every portion of the west. Their machinery for the manufacture of the aerated bread and crackers is the most extensive in the country, and is of a most interesting and complicated description. Its capacity is enormous, it frequently consuming sixty barrels of flour in a single day.

The Garden City Collar Company, located at No. 76 State street, though occupying an unpretentious building, are still worthy of mention, from the amount of business which they transact. The trade in paper collars has of late increased to an enormous extent, and improvement after improvement has been constantly introduced, until now the manufacture has reached a state very near perfection. This company is one of the heaviest in the country, and their facilities are no where surpassed. Their machinery is the best in use, which may be inferred from the fact that a single machine turns out 50,000 collars in a single day.

The clothing and gents' furnishing establishment of Messrs. McCurdy & Co., No. 54 Dearborn street, is one of the best sustained in the city. The character of the house deservedly ranks high, and their stock is always of the best varieties.

The jewelry store of Mr. A. H. Miller, on the corner of Clark and Dearborn streets, is the finest establishment of its class in the west. It is a marble structure, five stories in height, has a frontage on Clark and Randolph streets, and, situated in the very heart of the business portion of the city, must long remain an object to attract the attention of every stranger. Its interior is magnificently fitted up, and its rich and elegant goods are admired and inspected by crowds of people.

The great wholesale dry goods house of Bowen Brothers, at Nos. 19 and 21 Lake street, is a magnificent structure—an ornament to the city and a proud monument to the business sagacity and extraordinary energy which characterize the history of this house. The house was established in 1857, with a capital of only $30,000. Employing but five clerks, the firm sold during the first year of its existence $200,000 worth of goods. Now—mark the progress—their annual sales reach *six millions of dollars!* The store has a front of sixty-four feet on Lake street, is five stories in height, beside a basement, and has a depth of one hundred and eighty feet. Upwards of seventy-five men are employed in the different departments of the business. Beside the sale of dry goods, this house has an enormous trade in crockery, silver and table ware; and that part of their store devoted to this branch is filled with the finest assortment of all varieties of china and porcelain ware to be found in the city. The senior partner is Colonel James H. Bowen, one of the most prominent, public-spirited, and influential citizens of Chicago, whose career furnishes a most notable result of untiring energy.

The fine marble edifice on the corner of Michigan avenue and Lake street is occupied by Messrs. C. M. Henderson & Co., the well-known manufacturers and jobbers of boots and shoes. This is the oldest house in this business in Chicago, and is one of the heaviest business firms in Chicago. Two hundred hands are here constantly employed in the manufacture of boots and shoes to supply the immense demand for the goods of this firm.

Passing up Michigan avenue, we come to the new establishment of Messrs. Bennett Pieters & Co., distillers, at Nos. 31 and 33. This firm have long and successfully pursued the manufacture of the Red Jacket bitters, and their business expanding beyond the limits of their former building, they have erected and now occupy a store of palatial proportions at the point specified. The building is of solid stone and brick, five stories high with basement, and one hundred feet in depth by fifty feet front. The front is of white marble, finely sculptured and embellished. This is used by the store. The upper stories are devoted to the manufacture of the renowned Red Jacket bitters.

The great dry goods house of Field, Palmer & Leiter—the Stewart's of Chicago—is located at Nos. 112, 114 and 116 Lake street. It is a fine five-story edifice of Athens marble, with sales-rooms on every floor from the basement to the top. In addition, the firm require for their immense business the upper floors of No. 118 Lake street, and, with even these extensive facilities, the already gigantic trade of the establishment is so rapidly increasing that a demand for more room constantly makes itself felt. The lower floors are occupied by the retail sales-rooms, and the sales in this department amount to many thousand dollars daily. The sales of this great dry goods house—the largest and most prominent west of New York city—for the year ending May 31, 1866, exceeded *seven millions of dollars.*

Among the most notable stores of Chicago is the great carpet house of Allen & Mackey, located in the old Bryan Hall, with an entrance at No. 89 South Clark street. It is not exaggeration to say that this is the *largest and finest carpet store in the world.* The firm occupy three different floors, each one hundred feet square, lighted from the roof by a magnificent circular window of great size, lighting the floors and affording unsurpassed facilities for the display of carpets. The business of this firm is enormous. Its yearly sales exceed one million dollars. As a store, it is not only one of the largest, but one of the most attractive in the city. Here are displayed all styles and varieties of carpet and floor-furnishing goods, from the soft and luxurious Axminster to the coarsest hemp. The store is located in the most central part of the city, facing the Court House, and within a few steps of either of the principal hotels.

The house of Messrs. Williams, Young & Kaas, wholesale grocers, No. 34 River street, is widely and favorably known throughout the west. They have a large and constantly increasing trade and bear and enviable reputation as business men.

The agency of the Union Washing Machine and Clothes-wringer is located at No. 39 La Salle street. Messrs. Van Name & Co. have the exclusive sale of these celebrated machines in the west, and no better testimonial

can be given of their excellence than the fact that the agents have the greatest difficulty in supplying the demand. The manufactory at Williamstown, N. Y., though of immense size, and with a capacity to turn out one hundred machines a day, is kept in constant operation to supply their agents, who are disposing of this useful article in every State of the Union and in the old world, in the countries of England, France, and South America. The firm is established in both St. Louis and Cincinnati, where their specialty of washing machinery designed for the relief of female labor brings them a great and constant trade.

POLICE, FIRE AND HEALTH DEPARTMENTS.

The Police, Fire and Health Departments are considered eminently effective and successful. The heads of the department, or Board of Fire and Police Commissioners, elected by the people of Cook County, is composed of Thomas B. Brown, A. D. Titsworth and Fred Gund. The same board is also *ex-officio* a Board of Health; so that three of the most important functions of the City Government are vested in its number, namely, control and direction of the fire, police and sanitary affairs of the Corporation.

THE POLICE DEPARTMENT.

Jacob Rehm is General Superintendent of Police, and John Nelson Deputy Superintendent.

By the last quarterly report it appears that the police force of the City of Chicago consists of three Captains; nine Sergeants, and two hundred Patrolmen.

The most fertile source of crime is the dramshop. There are in this city 1,600 places where intoxicating liquors are sold at retail.

The City of Chicago is divided into three districts, the station houses of which are situated as follows:

Central Station—Headquarters of the Fire, Police and

Health Departments, corner of La Salle and Washington streets.

First Precinct—*Principal Station*—City Armory, corner of Franklin and Adams streets. M. C. Hickey, Captain; Thomas Clayton, First Sergeant; Thomas Barrett, Second Sergeant. Fifty-six Patrolmen.

Sub-Station—Corner Archer Road and Twenty-second streets. Adam Mergentheler, Sergeant. Six Patrolmen.

Second Precinct—*Principal Station*—No. 14 North Union street. W. W. Kennedy, Captain; Charles Berdell, First Sergeant; N. A. Briscoe, Second Sergeant. Forty Patrolmen.

Sub-Station—Corner West Lake and Paulina streets. James Garrity, Sergeant. Six Patrolmen.

Third Precinct—*Principal Station*—North Market, Michigan street, between Clark and Dearborn. Thomas D. Fox, Captain; C. H. Jennings, First Sergeant. Thirty-eight Patrolmen.

Sub-Station—Corner of North avenue and Larrabee street. W. B. McAuley, Sergeant. Six Patrolmen.

THE FIRE DEPARTMENT.

The city of Chicago possesses one of the most effective fire departments in the world. The efficiency of our firemen is proverbial. It is exclusively a paid department, composed of men who must first have passed the scrutiny of a most rigid examination, as to health, robustness, and temperate habits before they can become enrolled in the force. The department is under the direction of a Chief Fire Marshal, who is aided by an assistant marshal in each division.

The following is the composition of the force: steamers, eleven; hand-engines, two; hose carts, thirteen; hook and ladder trucks, one; men (paid,) one hundred and twenty; men (volunteers,) one hundred and twenty-five; horses, fifty-three.

An important and invaluable adjunct of the fire and police departments is the Fire and Police Telegraph, finished in 1864, at a cost of $75,000. Wires from all parts of the city, in every ward and in almost every block connect with the principal office in the dome of the Court House. Belonging to the Fire Alarm Tele-

graph, there are in the city, one hundred and sixty-five *boxes* or stations conveniently located in places known to every citizen. By a simple turn of the crank in one of these boxes, the intelligence of fire at or near that particular station is communicated to the principal office, whence the alarm is instantly sounded by electric apparatus in every engine house in the city. Simultaneously the number of the station is struck by the large bell in the tower of the Court House; so that the same instant a fire is discovered, the intelligence of its outbreak is communicated to the most remote parts of the city. In the same manner the police are informed of a riot, accident, or other exigency requiring immediate attention. The telegraph is managed by a General Superintendent, who has entire charge and control of the line, and the necessary force to operate it and keep it in repair.

THE HEALTH DEPARTMENT.

The sanitary regulations of the city emanate from the Board of Fire and Police Commissioners, although the general duties of the department are intrusted to the Municipal Health Officer, whose headquarters are in the basement of the Court House. This official is aided by a number of Assistant Health Officers.

POSTAL.

The Post Office is located on the northwest corner of Dearborn and Monroe streets, fronting on Dearborn street, in a building built a few years ago, especially for the government, and under the supervision of officials sent here by the Treasury Department to oversee the work. The massive architecture of the building, its elegant finish, and its imposing proportions, make the Post Office one of the finest, as it is one of the costliest public buildings in the city of Chicago. It is built of iron and Athens marble, and is perfectly fire proof. Besides the Post Office, in the basement and first floor, the building is also occupied by the Custom House, the Collector of Internal Revenue, the United States Marshal,

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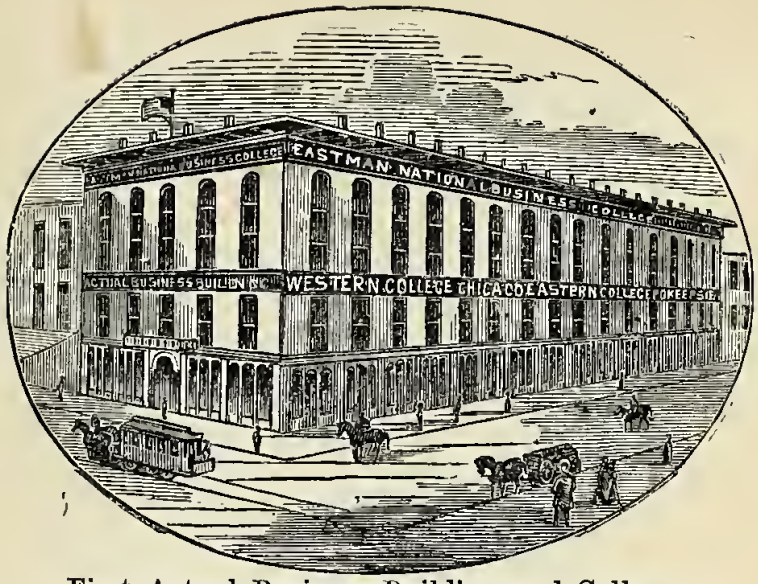
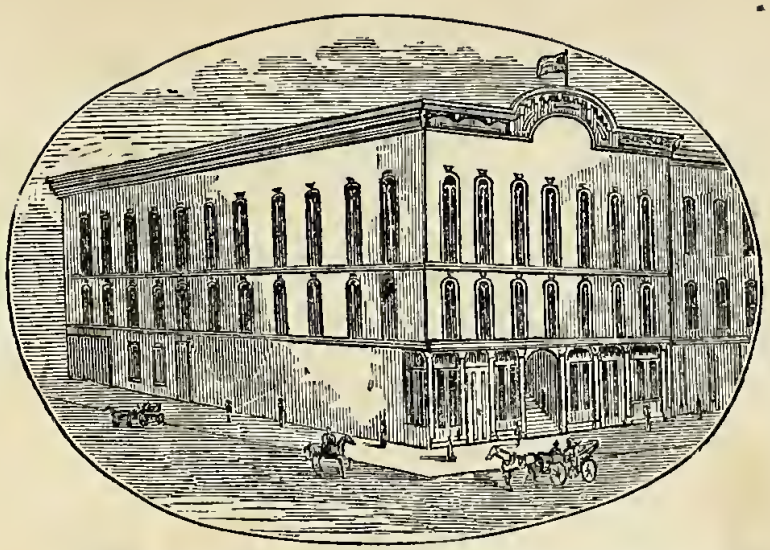


First Actual Business Building and College, Office, cor. of La Salle and Randolph Sts.



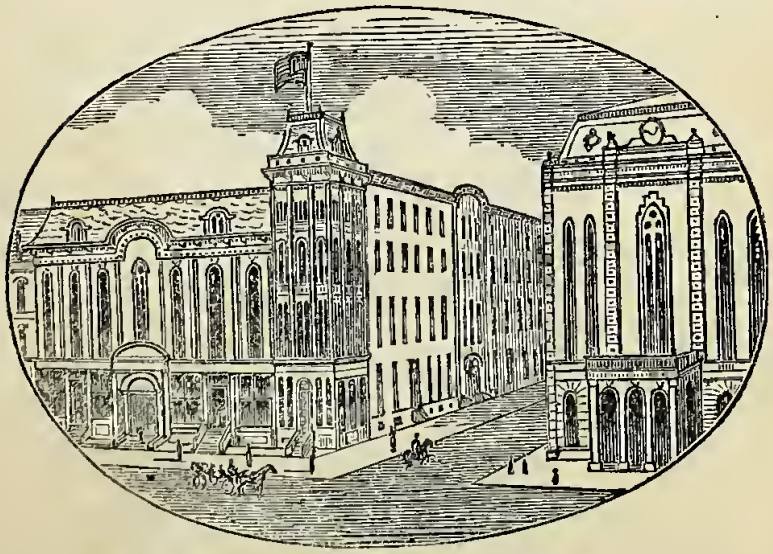
Second Actual Business Building, corner of Clark and Monroe Streets.

EASTMAN NATIONAL BUSINESS COLLEGE.

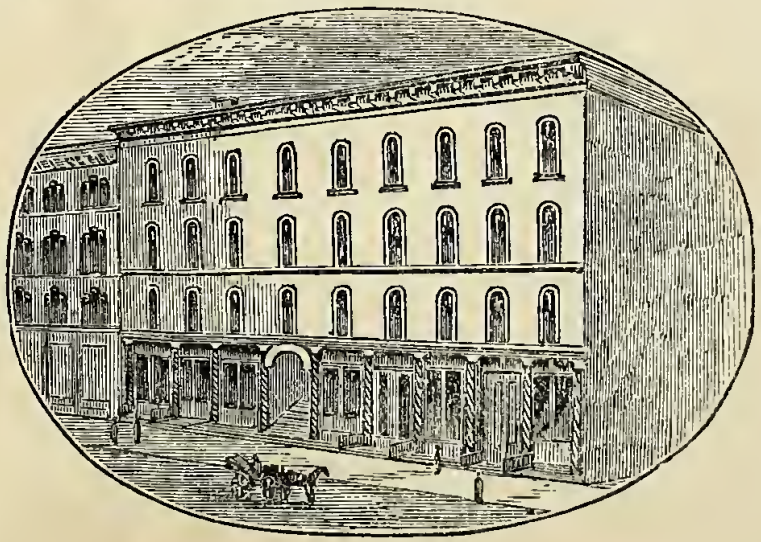
EASTERN INSTITUTION, POUGHKEEPSIE, N. Y.
WESTERN INSTITUTION, CHICAGO, ILL.

THE BUSINESS UNIVERSITY OF AMERICA.

H. G. EASTMAN, LL. D., President.



First Theory Building, corner of Clark and Washington Streets.



Second Theory Building, Randolph Street.

and the United States Circuit Court Commissioners on the second floor, and by the United States Circuit and and District Courts, and the United States District Attorney on the third floor.

Post Office hours are as follows: From April 1 to November 1, 7 A. M., till 8 P. M.; from November 1 to April 1, 8 A. M. till 8 P. M.; on Sundays, 8:30 A. M. till 10:15 A. M.

RATES OF POSTAGE.

The postage on letters to be forwarded in the mails to any part of the United States, is three cents per half ounce, prepaid by stamps.

The postage on letters dropped in this office, for delivery in the city, is two cents per half ounce, pre-paid by stamps.

Letters to Canada and the British Provinces, ten cents per half ounce, pre-payment optional. Newfoundland, ten cents per half ounce, must be pre-paid by stamps.

Letters to the President of the United States, to any Cabinet officer, or head of Bureau, civil, military or naval, (except official communications, written and franked by an officer responsible thereto,) must be prepaid.

Regular newspapers and periodicals, not exceeding four ounces in weight, issued once a week, or more frequently, and sent to actual subscribers from a known office of publication, are chargable each with postage when prepaid quarterly in advance, at rates as follows: For publications issued once a week, five cents; twice a week, ten cents; three times a week, fifteen cents; six times a week, thirty cents; seven times a week, thirty-five cents; and on the same scale an additional rate for each additional four ounces or fractional part thereof. On newspapers and periodicals issued less frequently than once a week, and sent to actual subscribers from a known office of publication, and not exceeding four ounces in weight, the rates of postage are as follows, For each publication issued semi-monthly, six cents; monthly, three cents; and quarterly, one cent; and on the same scale an additional rate for each four ounces or fraction thereof.

Transient newspapers, pamphlets, proof-sheets, book-manuscripts, samples, sample-cards, photograph cards, cards, maps, blanks, blank paper, engravings, envelopes, seeds, roots, scions and printed matter, (except circulars and books,) will be rated at two cents, for every four ounces, or fraction thereof, pre-paid by stamps.

Double the above rates will be charged for books.

Unsealed circulars, not exceeding three in number shall pass at the single rate of two cents, and in that proportion for a greater number, adding one rate for three circulars, or less number thereof, directed to one address.

THE CITY MAIL DELIVERY.

On the 1st of September, 1864, the new system of the delivery and collection of letters, by means of regular carriers, and the institution of station boxes, was established in Chicago. Letters are now delivered in, and collected from, all parts of the city with great dispatch and security. No part of the city is left unvisited twice each day by the carriers. The carriers are carefully selected, and are obliged to give good and sufficient bonds for the due performance of their duties.

The old branch post offices, as such, have been abolished, and in their place sub-offices established in each division. To these the mails are sent out from the Central office, and taken thence by the carriers. The letters arrive here just previous to each delivery, and are assorted to their proper district. They are then taken to the place of their respective addresses by the carriers. The latter make distribution in that portion of the city lying between Chicago avenue on the north, and Polk street on the south, and Halsted street on the west, and between Madison and Kinzie in the West Division, four times each day, at the hours of 7½ and 10 o'clock A. M., and 2½ and 4½ o'clock P. M. In the more settled portion of the city outside of this district, the deliveries are made three times daily, at 8½ and 10½ A. M., and 4 P. M. In the less thickly inhabited parts of the city, the daily deliveries are two, at 8½ A. M., and 4 P. M.

The new system of the collection of letters through

deposit boxes by the carriers, obviates the necessity of repairing to the office. Boxes are stationed at prominent points into which letters may be dropped, and from which they are taken by the collectors four times daily. In the business portions of the city, these collections are made at 7:40 and 9:40 o'clock A. M., and at 2:30, 4:30, 6:30 and 7:30 P. M. Outside of the business section, the collections are made a little earlier, so that the letters may all reach the central office at the same time. The boxes are well and securely fastened with locks. They are generally placed at the most public and exposed point, so that any attempt to violate them will be easily noticed and prevented.

HACKMEN.

The Hack stand is on La Salle, Washington, and Clark streets, Court House square. Hackmen are allowed to charge to the following rates of fare and *no more;* if they charge more than these rates, they cannot collect anything for their services:

For conveying a passenger, not exceeding one mile, fifty cents; for every additional passenger of the same party or family, twenty-five cents.

For conveying a passenger any distance over a mile, and not more than two miles, one dollar; for each additional passenger of the same party, twenty-five cents.

For conveying a passenger any distance exceeding two miles, one dollar and fifty cents; for each additional passenger of the same party or family, when the distance is over two miles, fifty cents.

For conveying children between five and fourteen years of age, half of the above prices may be charged for like distances; but for children under five years of age, no charges shall be made: *Provided,* That the distance from any railway depot, steamboat landing, or hotel, to any other railroad depot, steamboat landing, or hotel, shall in all cases be estimated as not exceeding one mile.

For the use, by the day, of any hackney-coach or other vehicle drawn by two horses or other animals, with one or more passengers, six dollars.

For the use of any such carriage or vehicle by the hour, with one or more passengers, with the privilege of going from place to place and stopping as often as may be required, as follows: For the first hour, one dollar and fifty cents; for the second hour, seventy-five cents; for each succeeding hour, fifty cents.

Every passenger shall be allowed to have conveyed upon such vehicle, without charge, his ordinary traveling baggage, not exceeding, in any case, one trunk and twenty-five pounds of other baggage. For every additional package, where the whole weight or baggage is over one hundred pounds, if conveyed to any place within the city limits, the owner or driver shall be permitted to charge fifteen cents.

RESTAURANTS.

Of these, the principal is that of Kinsley, the celebrated *restaurateur*, situated in the Opera House. It is fitted up in the most magnificent style, and the choicest delicacies of the season and the *chefs-d'œuvres* of the French *cuisine* are here always to be found. It is the resort of the *elite* of fashionable society.

The restaurant of Ambrose & Jackson, at No. 91 Clark street, is an elegant little establishment, where a good dinner is always to be had.

Dale's dining-rooms, at No. 77 Dearborn street, is another popular restaurant, which controls a very large patronage.

THE RAILROADS.

The first railroad opened out of Chicago, was the Galena and Chicago Union Railroad, now the Galena Division of the Chicago and Northwestern Railway. In 1848, the first portion of the road was completed, and on the 15th of December of that year, trains commenced running from Chicago to Desplaines River, a distance of ten miles. In April, 1849, the purchase of the locomotive Pioneer was formally announced to the directors, it having been received some time during the previous fall. It was the first locomotive ever brought west of Lake Michigan. The road was completed to Elgin, 41 miles, June 22, 1850. It was opened to Freeport, 121 miles from Chicago, September 1, 1853. The total length of the road, including all its branches, is 490 miles. Depot, corner of North Wells and Kinzie streets.

The Illinois Central Railroad running from Chicago to Cairo, and from Cairo to Galena and Dunleith, was commenced in June, 1851. The main line from Dunleith to Cairo was completed June 11, 1855. On September 27, 1856, the Chicago branch was completed, being the completion of the whole line, which is 704 miles in length. No railroad was ever pushed with greater vigor. The period intervening between the letting of the first contract and the laying of the last rail, was four years and three months. Depot, Central Depot, foot of Lake street.

The Chicago and Alton Railroad forms an air line route from Chicago through Joliet, Bloomington, Springfield, and Alton, to St. Louis. This road was completed from Alton to Joliet, a distance of 220 miles in July, 1854. From that time until 1857, the track of the Chicago and Rock Island Railroad was used from Joliet to Chicago. In 1857, the Joliet and Chicago Railroad was constructed. Upon the completion of this road, an arrangement was made between it and the Alton road for the passage of trains into Chicago. This arrangement continued in force until January 1, 1864, when a perpetual lease of the Chicago and Joliet Railroad was effected. The length

of the road from Chicago to St. Louis is 281 miles. Depot, corner of Madison and Canal streets, in the West Division.

The Chicago and Milwaukee Railroad was built by two separate corporations, one chartered by the Legislature of Illinois, and the other by the Legislature of Wisconsin. The line of this road was first opened for the transaction of business between Chicago and Milwaukee, a distance of eighty-five miles, in June 1855. Depot, corner of Canal and West Kinzie streets.

The Chicago and Rock Island Railroad, forming the most direct and reliable connection between Chicago and the Mississippi River, was completed to Rock Island, a distance of 182 miles, February 22, 1854. Depot, corner of Van Buren and Sherman streets.

The Pittsburg, Fort Wayne and Chicago Railroad was formed by consolidations of several different railroads in Ohio and Indiana. That portion from Pittsburg to Crestline, a distance of 187 miles, was completed April 11, 1853; that from Crestline to Fort Wayne, a distance of 131 miles, November 1, 1865; and that between Fort Wayne and Chicago, a distance of 143 miles, in December, 1858. Previous to this time, however, trains had passed from Fort Wayne to Chicago, *via* the Chicago, Pennsylvania and Cincinnati, and Michigan Southern Railroads. The whole distance of the consolidated road from Chicago to Pittsburg, is 468 miles. Depot, corner of Madison and Canal streets.

The Chicago, Burlington and Quincy Railroad leads westward from Chicago to Galesburg, Illinois, whence the extension of the road leads to two termini on the Mississippi river—one opposite the city of Burlington, Iowa, and the other at Quincy, the leading city in Illinois upon the Mississippi river. The road was completed from Chicago to Burlington, a distance of 204 miles, in May, 1856. The road from Galesburg to Quincy, 100 miles, was completed January 1, 1856. The total length of the road, including its branches, is 400 miles. Depot, Central Depot, foot of Lake street.

The Chicago and Northwestern Railroad is not only one of the most important railroads centering in Chicago, but is also one of the most important in the United

Corner of Clark and Washington streets, Court House square.

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COOLEY, FARWELL & CO.
DRY GOODS AT WHOLESALE
JOHN V. FARWELL & CO.

States. It now embraces not only all the original railroad known by that name, but also the Galena and Chicago Union Railroad and its numerous branches. This immense network of iron stretches out from Chicago, interlacing and spreading over the fruitful regions of Northern Illinois, Wisconsin, Iowa and parts of Minnesota and Northern Michigan, bringing to the door of Chicago, not only the vast wealth of the agricultural and mineral production of the regions through which it passes, but by its connections, the vast resources of the whole Northwest. In September, 1856, the road was opened to Janesville, 92 miles. In November, 1859, cars commenced running from Chicago to Oshkosh, a distance of 194 miles. Three years afterward, in November, 1862, an unbroken connection was completed between Chicago and Green Bay, a distance of 242 miles. The Chicago and Northwestern Railroad now have 606 miles of track in actual operation; Chicago to Green Bay, 242; Kenosha to Rockford, 75; Chicago to Freeport, 121; Chicago to Fulton, 138; Belvidere to Beloit, 20; Harlem to South Branch, 10. When the projected extensions of the road shall have been completed, the Chicago and Northwestern Railway will have nearly 1,000 miles of track, as follows: Chicago to Green Bay, 242; Janesville to Winona, 190; Green Bay to Escanaba, 130; Neenah to Stevens' Point, 70; Kenosha to Rockford, 75; Chicago to Freeport, 121; Chicago to Fulton, 138; Belvidere to Beloit, 30; Harlem to South Branch, 10; total 996 miles. And this summary does not include the Iowa extension now rapidly pushing forward to the Missouri river. Depot, corner of Canal and Kinzie streets.

The Michigan Central Railroad, connecting Chicago and Detroit, was opened to Kalamazoo, 143 miles from Detroit, February 1, 1846. The road was open to Michigan City, October 30, 1850, and to Chicago May 21, 1852. The total length of the road is 284 miles. Depot, Central Depot, foot of Lake street.

The Michigan Southern and Northern Indiana Railroad, running from Chicago to Toledo and Detroit, was completed from Monroe to Hillsdale, 106 miles, in December, 1846, cars run through to Chicago in May, 1852. In April, 1855, the several roads of which this is

composed, were consolidated. The total length of the road and all its branches is 535 miles. Depot, corner of Van Buren and Sherman streets.

The Chicago and Great Eastern Railroad runs from Chicago to Indianapolis, Hamilton, and Cincinnati, connecting at Indianapolis and Hamilton with lines for Louisville, Columbus, and other principal points. The total length of the Chicago and Great Eastern Railroad is 294 miles. Depot, corner of Canal and Kinzie streets.

The entire length of railways centering in Chicago is 4,722 miles. *One hundred and four passenger trains* arrive at or depart from the city every twenty-four hours!

CITY RAILROADS.

SOUTH DIVISION.

The Chicago City Railroads take the following routes, starting from the corner of Lake and State streets:

To Cottage Grove—Up State street to Twenty-second; down Twenty-second to Cottage Grove avenue; thence on Cottage Grove avenue to the southern limits of the city, or Egan avenue. This is the most direct route to the grave of Stephen A. Douglas, the University of Chicago, and the Soldiers' Home, all of which have been mentioned in foregoing pages as objects of especial interest to the tourist.

To Indiana Avenue and Thirty-first Street—Starting from Lake street, cars on this route go up State street to Twenty-second street, thence on Indiana avenue to Thirty-first street, the terminus of the route. Here are located the grounds of the Chicago Driving Park Association, with a track one mile in circumference, unsurpassed by any other race-course in the United States for the essential qualifications of an excellent track. The grounds are beautifully improved, and it is here every year that the annual fair of the Illinois State Agricultural Association is held. Returning to

the city the cars run down Indiana avenue as far as Eighteenth street, and thence to State street, and from there to the point of departure.

To Bridgeport—The Archer road line, as it is called, runs up State street from the same point of departure on Lake street as far as Archer road, and thence southwesterly as far as Halsted street, where the stranger can alight in the very centre of Bridgeport, where are located the immense slaughtering and pork and beef-packing establishments of Chicago. South of Bridgeport and facing Halsted street, lie the great Union Stock Yards, the greatest live stock market in the world, whose daily business transactions are reckoned by hundreds of thousands of dollars.

All these lines are owned and operated by the Chicago City Railway Company. A fourth line was completed in July, 1866, being merely an extension of the State street track to the southern limits of the city, which will take passengers within a few feet of the westerly or main entrance of the driving park. In the

WEST DIVISION,

There are five different lines, all owned and operated by the West Division Railway Company, and all of which have their common terminus at the corner of State and Randolph streets in the South Division. These routes are as follows:

Randolph Street—Directly west on Randolph street, from the corner of State street, across the Chicago river, past Union Park to Lake street, and thence to the western limits of the city. The Artesian Well is but a few blocks north, and in plain view of the western terminus of this line.

Madison Street—Cars start from the corner of Lake and State streets, pass up the latter street to Madison, and thence westerly across the Chicago River, to the city limits.

Milwaukee Avenue—Cars on this line go west on Randolph street to Halsted, thence north on Halsted to Milwaukee, and thence northwesterly to the point of destination.

Halsted Street and Blue Island Avenue—This line runs through Randolph street to Halsted, thence southerly to Blue Island avenue, and thence up Blue Island avenue to the point of destination.

Clinton Street—Cars on this line pass up Randolph street, across the Chicago river to Clinton street, and thence down Clinton street as far as Meagher street.

NORTH DIVISION.

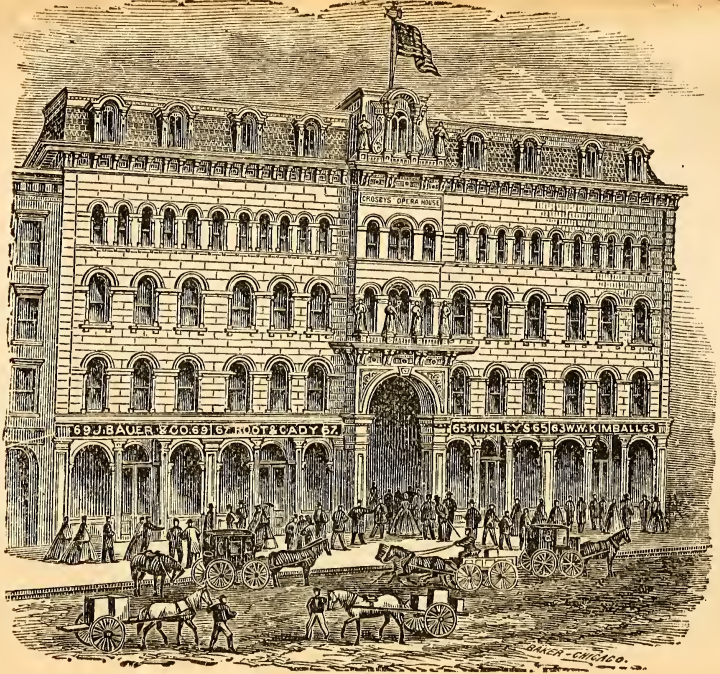
The different routes of street railway in the North Division, operated by the North Chicago Railway Company, are run as follows:

For City Limits—Cars leave corner of Lake and State streets, pass across the Chicago river, up North State street to Michigan street, thence west to North Clark street, and from there northerly, past the City Cemetery, Lincoln Park, and Wright's grove to their destination, where passengers can take a car drawn by a dummy engine to Lake View or Graceland Cemetery.

Chicago Avenue—This line branches off from the main line and runs down Chicago avenue to the North Branch of the Chicago river.

Sedgwick Street—From the same starting point, up North Clark to Division street, down Division street to Sedgwick street, and thence to destination.

Clybourne Avenue—Up North Clark street to Division street, thence to Clybourne avenue, and thence up Larrabee street.



THE OPERA HOUSE.

THE COURTS.

Six Courts are held in the city of Chicago, besides the lower branches of legal jurisdiction—the Police and Justice Courts. These are:

The United States Circuit and District Courts for the Northern District of Illinois, held in the Post Office and Custom House building, corner of Dearborn and Monroe streets. Hon. David Davis is the presiding Judge of these Courts, and Hon. Thomas Drummond, Judge of the District Court of the United States for the Northern District of Illinois.

The Supreme Court of Chicago, Hon John M. Wilson, Chief Justice, and Hon. Joseph E. Gary, and Hon. John A. Jameson, Associate Justices. Court room in the Court House.

Circuit Court for Cook County. Court room in the Court House.

County Court, held in the Court House.

Recorder's Court of the City of Chicago, also held in Court House.

The *Police Court* is held twice a day, at 8 A. M. and 2 P. M., in the Armory, corner of Adams and Franklin streets.

FOREIGN CONSULS.

The following are the names of Foreign Consuls, assigned to duty in the city of Chicago:

Great Britain—J. E. Wilkins; residence, No. 42 St. Charles street, St. Louis; with a vice consul in Chicago.

France—Vice Consul, C. A. Ravin d'Elpeux; residence No. 227 Michigan street.

German States—Hon. Francis A. Hoffmann; office No. 37 LaSalle street.

Belgium—J. F. Henrotin; residence, No. 110 North Wells street.

Denmark—Vice Consul, Niels P. Peterson; residence, No. 12 Milwaukee Avenue.

Italy—Acting Consul, C. A. Ravin d'Elpeux; residence, No. 227 Michigan street.

Netherlands—Consular Agent, Henry S. Haas; office, No. 161 Clark street.

Sweden and Norway—Gerard Larsson; office, Marine Bank building, corner of Lake and LaSalle streets.

Switzerland—Consul, Henry Enderis; No. 663 Carroll street.

German Principality of Lippe—Godfrey Snydereher; office, No. 60 LaSalle street.

Kingdom of Prussia, Grand Duchy of Mecklenburg-Schwerin, Duchies of Saxe, Altenburg, Anhalt-Dessau, Goethen, and Bernberg and Schleswig-Holstein—Consul, Henry Claussenius; office, No. 4 South Clark street.

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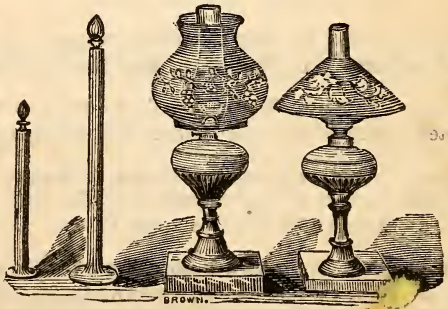

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